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Vol. CXCI No. 2489 WITH WHICH IS INCORPORATED THE GRAPHIC OCTOBER 18 1947


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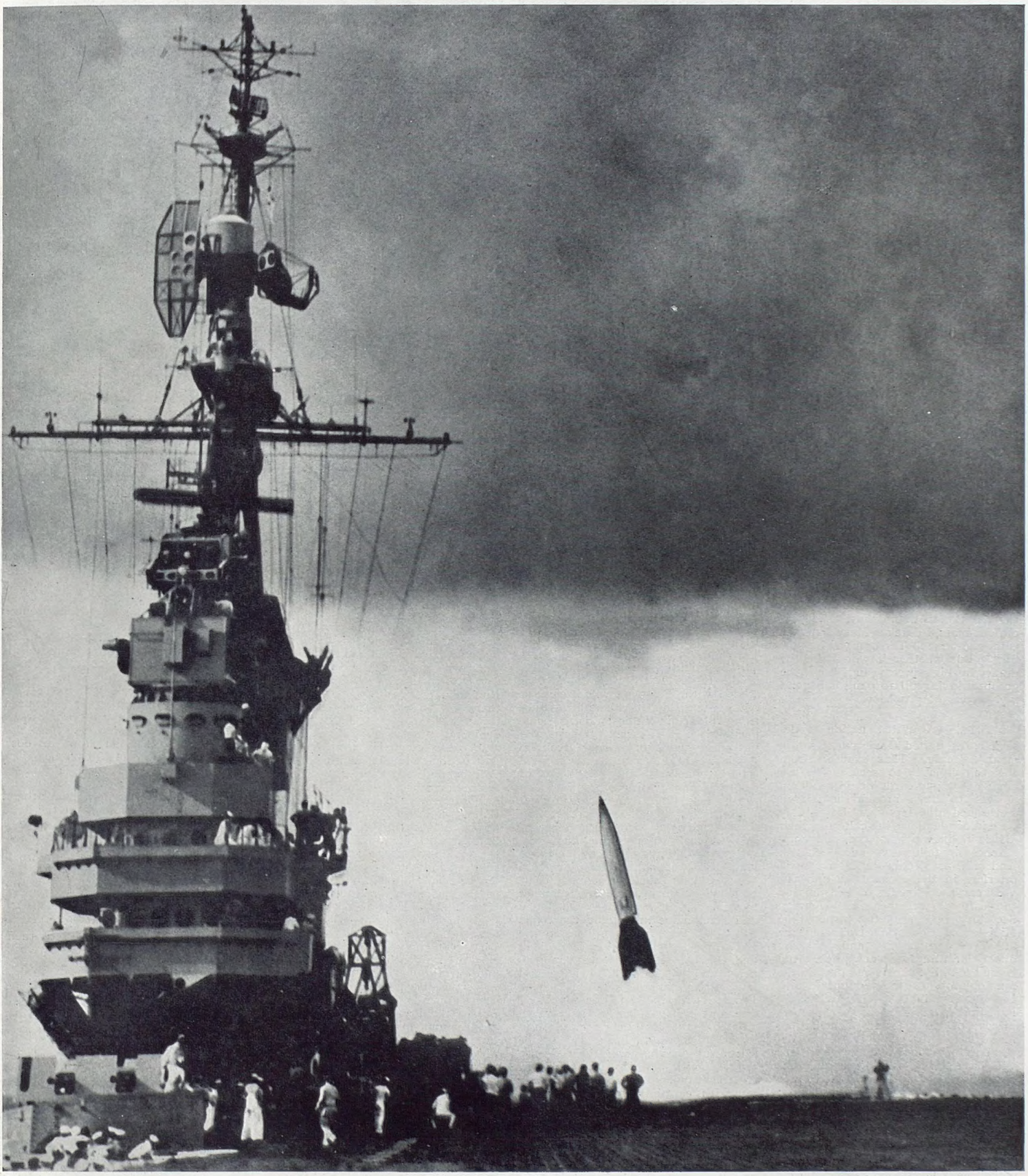

**A V 2 ROCKET IS LAUNCHED FROM THE "MIDWAY"—THE CAPTURED GERMAN MISSILE SOARS SKYWARD FROM THE FLIGHT-DECK OF AMERICA'S 45,000-TON CARRIER: The experiment was conducted to test the possibilities of modern warships for launching rocket attacks**

When rocket warfare emerged as a factor in the Second World War it was realised immediately that the warship of the future might have to undergo vast modifications. America has been the first nation to experiment in that direction, and she has named the battleship *Kentucky* as her first rocket battleship and the *Hawaii* as her first rocket battle-cruiser. Work on these warships has been suspended, however, while the Navy has conducted experiments in the launching of missiles from *Midway*'s flight-deck. Recently a captured German V 2 rocket was launched in this way about 100 miles out in the Atlantic, and although the rocket exploded after travelling only six miles, expert observers were able to take note of the stresses and strains involved at the moment of launching. Their findings will doubtless be incorporated in the final plans for the *Kentucky* and the *Hawaii*. The last fortnight has been marked by tremendous developments in the realm of aeronautics. In addition to the rocket tests, there have been supersonic tests both in Britain and America. (Further pictures will be found on pages 67-68 of this issue)

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# A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

## Cabinet Reconstruction.

—On October 8, Mr. Attlee laid his hand on the table. It was high time, for the crowd peering over his shoulder had long robbed the ceremony of much of its excitement. I looked at the photographs of the new men who will mend or end our affairs. . . . But faces are not guides to character or ability, and photographs are not always perfect mirrors. Many of the names concerned rang no bell in my memory, and the fault is mine. The excitement, of course, centred on Shinwell. Would Mr. Attlee truckle to Horner? No, he would not. Shinwell is removed from the Cabinet and is kicked gently downstairs from Fuel to the Army. Bevan, having no more bricks to play with, is given another lease of life and Health. The whole scheme of the changes reveals the nature of our new campaign for survival. The Army is of no importance compared with Fuel, even at this time of war scare. The Ministry is built round a new Dictator of Economic Affairs with his chief satellites the Ministries of Fuel and Power, Supply and Board of Trade, all young rising stars. The Cabinet is reduced by one, and (one would have thought) might have been still further reduced, e.g., by Burma and by Sir Stafford's surviving satellite, the B.O.T. Mr. Alexander and Mr. Strachey remain at their posts. We must still put up with Strachey's rations and press-interviews. Lord Addison remains Leader of the House of Lords, but assumes the Privy Seal. Five senior Ministers, in addition to Mr. Greenwood, have resigned, Messrs. Westwood, Bellenger, Wilmot, Hynd—and Lord Inman, who has another job. In a word, Mr. Attlee has taken infinite pains to use the best material at his disposal. And if you ask: "Is this the best claret, Mary?" as the Edwardian dinner host asked his parlour-maid, I dare say Mary's answer is the right one: "The best you 've got, Sir." But whether it will make the dinner a big success and keep the guests drinking till 10 p.m., is beyond my powers of prophecy.

**Rifts.**—A united nation is desirable. A united Government sets a good example. That example from the top is still to seek. The reshuffle of trump cards would not seem as yet to have brought it nearer. Dethroned Ministers go as far as they dare in condemning the causes of their dismissal, in which, of course, incompetence or failure is not included. And still, as of old, one Minister will interfere in the concerns of another. We hear the Minister of Pensions on the subject of fuel, the Foreign Secretary on the petrol ration, the Minister of Education trouncing the industrial managers, and thereby queering Sir Stafford's new pitch. And behind the Ministers loom and talk the manipulators of their puppet show, the big men in the T.U.s, recklessly knocking over the carefully set-up pieces of unity and conciliation. Mr. Horner, for example: "The dependants of the Whitehaven victims will have far less between them as compensation than it will cost to give the Princess her wedding enjoyment." That kind of remark might come straight from Paris in 1789, and I fancy that most Englishmen must agree that, if we *must* be ruled by a double rank of bosses, the rear rank at least should have undergone some primitive form of training and discipline, and the front rank men should stick to the jobs detailed to them, which, indeed, are full-time jobs. Major Attlee commands an awkward squad.

**Palestine and U.S.**—Few can wish the U.S. to return to isolation from the affairs of Europe or the East as a policy. It would be Hamlet without the Prince—a cast which always affects box-office receipts. But people of all shades of politics must feel that the U.S. policy and practices *vis-à-vis* Palestine these last hectic years have been too advisory, and too little helpful and universal. The U.S. has now officially declared its support for the partition of Palestine into Arab and Jewish States and for the admission of 150,000 Jews within two years. The U.N.O. proposal has delighted the Jews and infuriated the Arabs, and all their millions on millions of backers in the East. If the proposal is proceeded with, Palestine will become a battleground, and death and destruction will attain India-Pakistan comparisons. Mr. Herschel Johnson was not unconscious of possible trouble. Peace would have to be kept. He spoke vaguely of the possibility of "some kind of international police force," some day. The very idea of an "international" police force recruited for Palestine, in the present state of international co-operation and harmony, is direct from Cloud Cuckoo land. If it were *not*, its *activities* would be rooted in nightmare-land. But, anyway, meanwhile the British must remain, to pour out blood and money and good name in holding the tigers apart—at any rate, until after the next Presidential election is decided and the U.S. Hebrew votes are properly and wisely cast. I hope and trust that *our* answer to all this is firm: Proceed with the partition plan . . . and out we go, bag and baggage, whatever the loss in material, in a matter of months. For whether it be sentiment or whether it be domestic party politics which has directed America's policy towards the Palestine issue, it is certainly not common sense, it is not constructive and it is not informed. It is reckless, ruthless, or worse.

**THE AMERICAN PRESIDENT, HIS CABINET AND HIS ADVISERS:** The leader of the administration which is now entering upon its last year of office and is gravely concerned with the affairs of Europe. This group was taken in the grounds of the White House as Mr. Truman launched his campaign to hold down soaring food prices and to ensure adequate food exports for Western Europe. (Left to right, seated)—Robert Lovett, Acting-Secretary of State, substituting for Secretary Marshall, attending the United Nations meetings; James Forrestal, Secretary of National Defence; President Truman; John W. Snyder, Secretary of the U.S. Treasury; and Attorney-General Tom Clark. (Left to right, standing)—Leon H. Keyserling, Member of the Council of Economic Advisers; Postmaster-General Robert Hannegan; John R. Steelman, Assistant to the President; William A. Harriman, Secretary of Commerce; Clinton P. Anderson, Secretary of Agriculture; Dr. Edwin G. Nourse, Chairman of Economic Advisers; Julius A. Krug, Secretary of the Interior; Lewis B. Schwellenbach, Secretary of Labour, and Major P. B. Fleming, Federal Works

## Malice in Wonderland.—

The Communists of nine nations have announced the setting-up in Belgrade of an "Information Bureau" to co-ordinate and possibly to direct Communist activities in Europe and elsewhere. Among the nine, who recently conferred together in Warsaw, are the obvious satellites of Russia with the French and Italian Communists. The British were not invited to the party, and are to decide whether or not to seek an invitation. The "argument" for the necessity of such a Bureau reads like a page from *Through the Looking Glass*. To Western eyes, everything is written backwards. Europe is suddenly revealed as being in two irreconcilable camps, the democratic and the anti-democratic. This looked like a statement of the obvious to me, until I rubbed my eyes and saw that Britain is placed in the anti-democratic camp, a satellite of those U.S., pledged to destroy democracy wherever it may be found. The *democratic* countries (Russia, Bulgaria, Rumania, Yugoslavia, etc.) have, therefore, no alternative but to continue their ceaseless fight to save democratic institutions in their own and other countries from complete destruction at the hands of totalitarian Britain and America. But, stop! Isn't that just what critics of our Government are saying here at home—that Attlee and Co. are going totalitarian and are not democratic but a bureaucratic dictatorship? Here 's the looking-glass writing turning upsides again! How right, after all, are Yugoslavia, Bulgaria, etc. They want to save us from our totalitarian dictatorship. Surely it 's a mad tea-party in Bedlam's wonderland. Given enough Malice, there is no limit to what you may say, with expectation of being believed. Some years ago our Prophet, Mr. Churchill, gave us some frightful warnings about Communism and its dangers. We dismissed them as a bee in his bonnet, because our home Communists were but a trivial handful. The thing didn't affect us. And, anyway, Mr. Churchill soon enough had his hands full with combating another menace—Fascism. Is this another of his jeremiads refusing to be dismissed as mare's-nests? If I remember right, the late lamented Hitler had the same bee in his bonnet; but he had another, and *that* was a hornet.

**A Crusoe Winter.**—The austerity men have begun to show their iron hands and their warnings give us a hint of the rigours of the winter to be. Not that we doubted its severities. For one reason or another, the meat ration (so-called) and the bacon ration (so-called) are both cut again. Mr. Bevin has hinted that potatoes will probably be rationed, Mr. Griffiths (I think) has warned us that domestic users must expect to take the lion's share of frozen pipes and fingers and empty stoves. Mr. Bevin also gave a sure hint that the petrol decision is not likely to be reversed, and Mr. Gaitskell (in an *obiter dictum*) forewarned us that police snooping into unauthorised journeys will come again. Mr. Dalton contributes the promise of an autumn Budget and a rise in the cost of food by reduction in subsidies. And Sir Stafford is warming to his work among the industrialists. I have always dreaded the approach of November, even when coal was plenty and food to waste. But this year, I confess, I await the winter with a clear-cut picture of Robinson Crusoe, isolated on his island site, icicles on his nose, with savages waiting to pounce if he set foot outside his stockade, and for recreation the task of writing up his journal and casting his balance-sheet, all too heavily weighted on the debit side, thus:—

| GOOD. | BAD. |
|---|---|
| I am alive. | But is life worth living? |
| I have friends. | But I am imprisoned in a desolate place. |
| I have boilers and central heating. | But nothing to put into them. |
| I have a splendid larder and Aga. | But they are both empty. |
| I have a motor-car. | But it won't run on water. |
| I still have a vote. | But it doesn't bring me the Government I want. |
| I am a free man. | But my fetters gall me more and more. |

THE OLD STAGER

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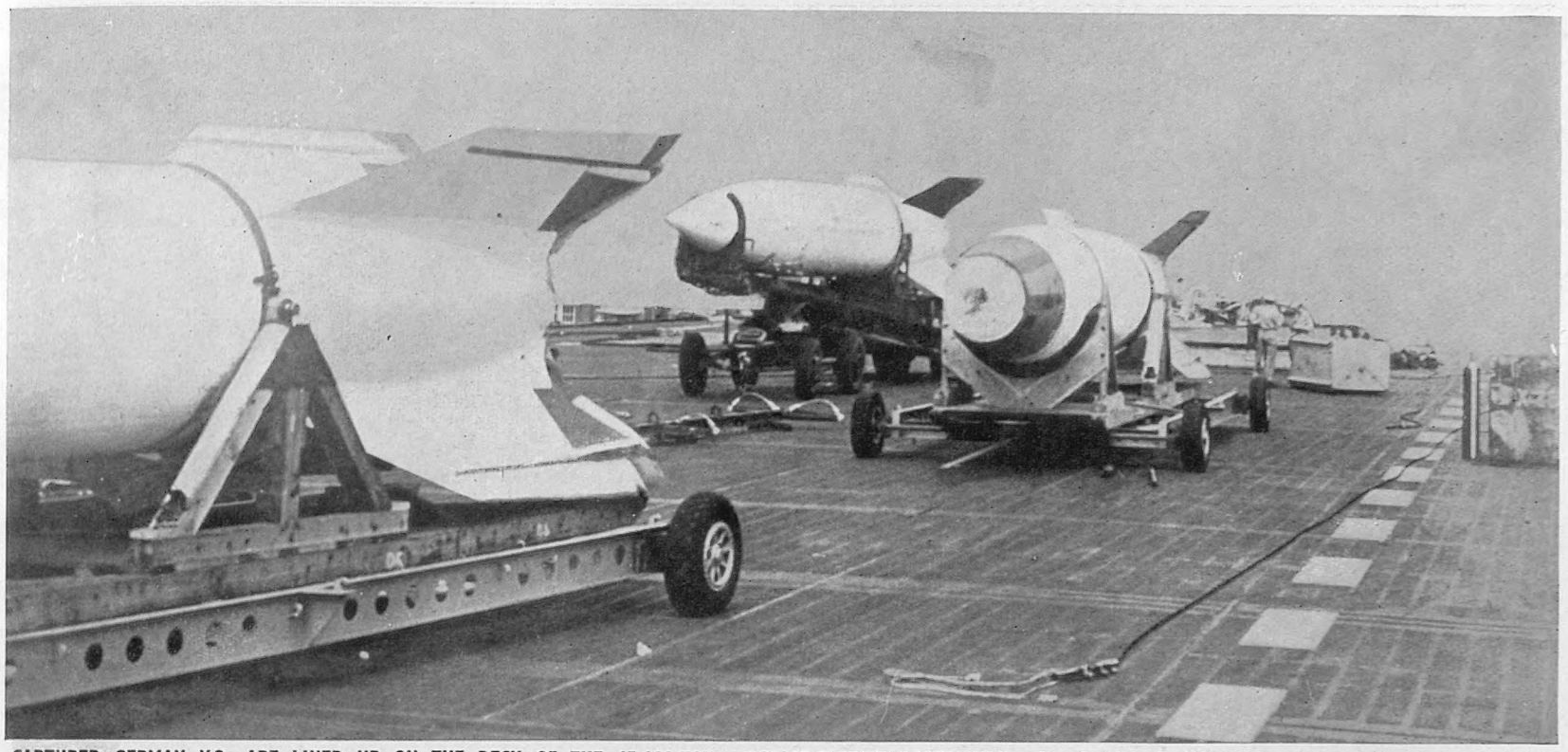


**CAPTURED GERMAN V 2s ARE LINED UP ON THE DECK OF THE 45,000-TON AIRCRAFT-CARRIER "MIDWAY": On the left is "Sandy," which was launched a few minutes after this picture was taken and set to a range of 220 miles. The rocket exploded after travelling only six miles, but even so, the experiment was of vital importance, as it enabled observers to determine how a modern warship stands up to the launching shock. After the launching the U.S. Naval Authorities made no comment**

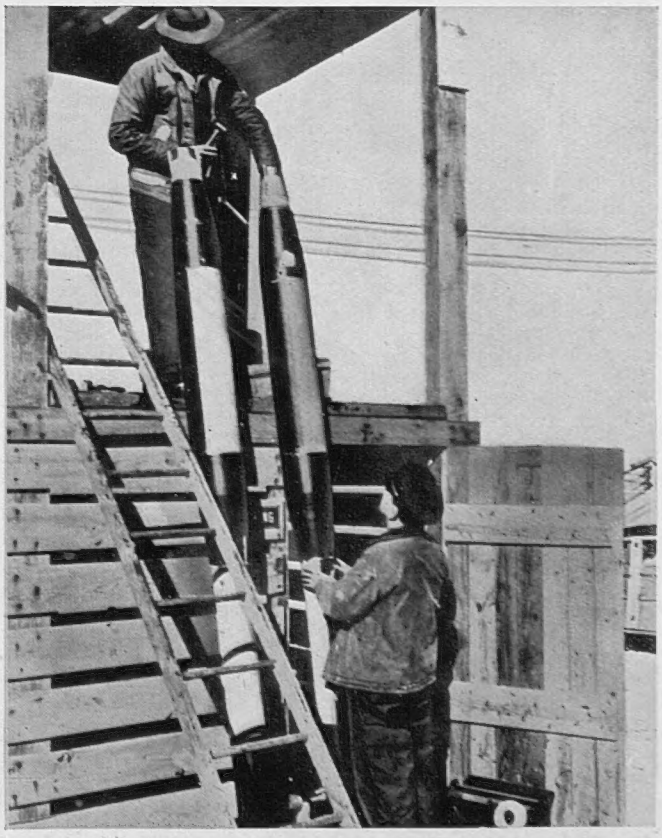
# SANDY THE ROCKET and the SUPERSONIC STOVEPIPE

## The U.S. Navy's Latest Aeronautical Experiments

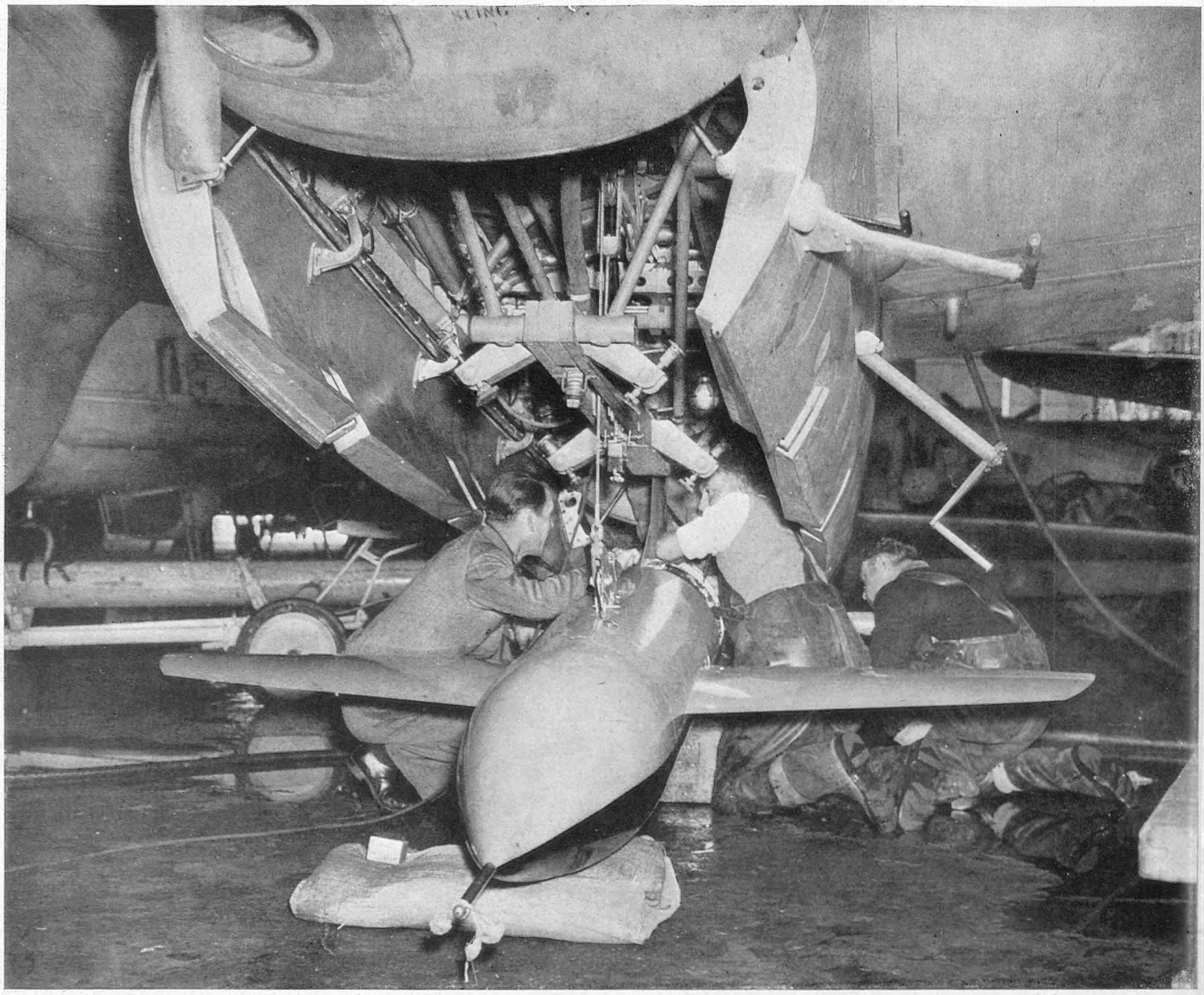
The United States Navy has been actively engaged since the close of the war in every form of aeronautical research, and the most remarkable result of its efforts has been the establishment of the world's speed record with the Douglas D558. It will be some time before the U.S. Army or Britain can regain that record. Meanwhile, research of an even more far-reaching nature has been going on in the United States, in the first place to fit warships for rocket launching, and, in the second place, to gather data with a view to overcoming the sonic barrier in flight. The launching of "Sandy," a captured German V 2, from the carrier *Midway* appears to have been successful from a launching point of view, even though the rocket did not reach its destination. The *Midway*'s equipment functioned perfectly and, by all accounts, the vessel took the shock well. The use of the "Flying Stovepipe" for supersonic research is also of special interest, but few details are available other than that the U.S. Navy is using ram-jet engines as a means of propulsion. The Navy hopes to create a rocket-plane model capable of 2,000 m.p.h., as compared with the 1,500 m.p.h. achieved in recent experiments with the "Stovepipe." On the next page are detailed the British experiments recently started off the Cornish coast.

**"SANDY" SOARS SKYWARD: The captured German V 2 seen a split second after it had left the deck of the aircraft-carrier "Midway" on a journey which should have been 220 miles. At least one captured German V 2 has soared to a height of over 100 miles**

**THE "FLYING STOVEPIPE" TAKES OFF ON A FASTER-THAN-SOUND TEST: This missile went into action recently at Wallop's Island, off the coast of Virginia, and, according to the National Advisory Committee on Aeronautics, achieved a speed of 1,500 m.p.h. The purpose of this rocket research missile is to establish characteristics developed by a missile at high speed with a view to their application in the construction of supersonic aircraft. No details are available as to the means of checking the performance of the missile, and it would appear that the experiments are less elaborate than those conducted off the Cornish coast**



**GETTING READY TO LAUNCH THE "FLYING STOVEPIPE": Technicians at work at the Pilotless Aircraft Research Station at Wallop's Island, off the Virginia coast. The various components are about to be set up on the missile launching platform**

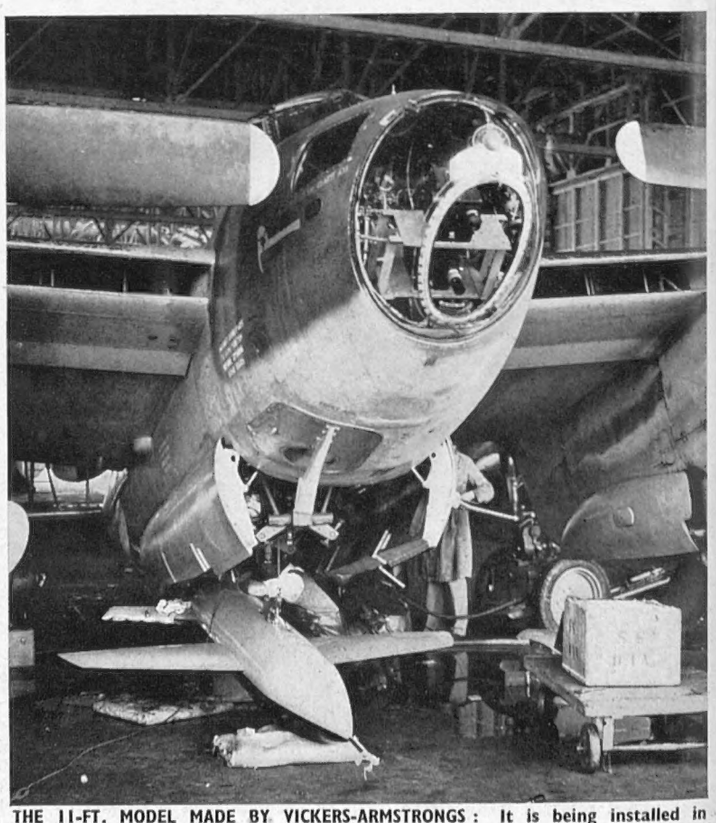


**THE ATTEMPT TO BREAK THROUGH THE SONIC BARRIER : Britain's first rocket-propelled model aircraft being attached to launching equipment beneath the bomb bay of a Mosquito aircraft at St. Eval Aerodrome, Cornwall. The Mosquito later took off, and at a height of 36,400 ft. launched the model, which, after drifting clear, started up automatically on a flight of less than a minute. Its movements were recorded by radar and its telemetering equipment transmitted intelligence to a ground station**

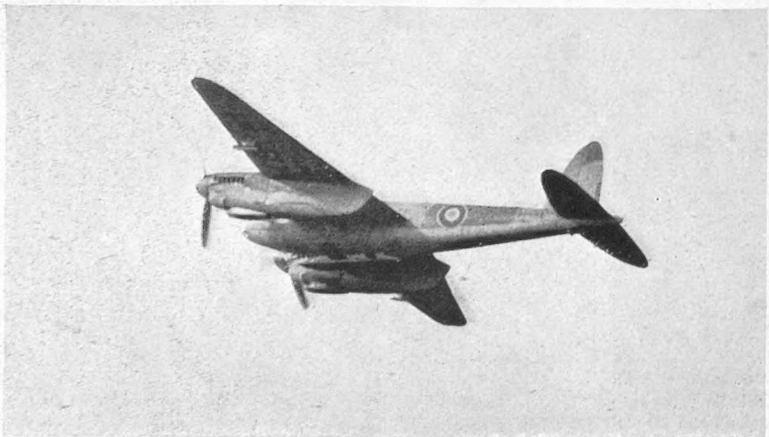
# BRITAIN'S SUPERSONIC TESTS

## The First of the Pilotless Rocket-Driven Planes is Launched off the Cornish Coast

Twenty-four model rocket-aircraft of six types have been developed by Vickers-Armstrongs, and each is designed for a speed of 900 m.p.h. Last week the first of them was launched off the Cornish coast, and although the success of the experiment is not known at the time of writing it seems probable that the model did achieve a speed in excess of sound. It is hoped to gather enough information from the twenty-four models to design a full-sized supersonic radio-controlled aircraft. The first of the models used had an 8-ft. wing span, a length of 11 ft., and a diameter of 18 ins. It carried 300 lbs. of fuel and was timed to go into action fifteen seconds after being released from the parent craft at a height of 36,400 ft. It appears that all went according to plan, apart from a slight misbehaviour on the part of the model. The rocket's flight-path was tracked by radar, and the model transmitted information to the ground station with regard to pressures and acceleration



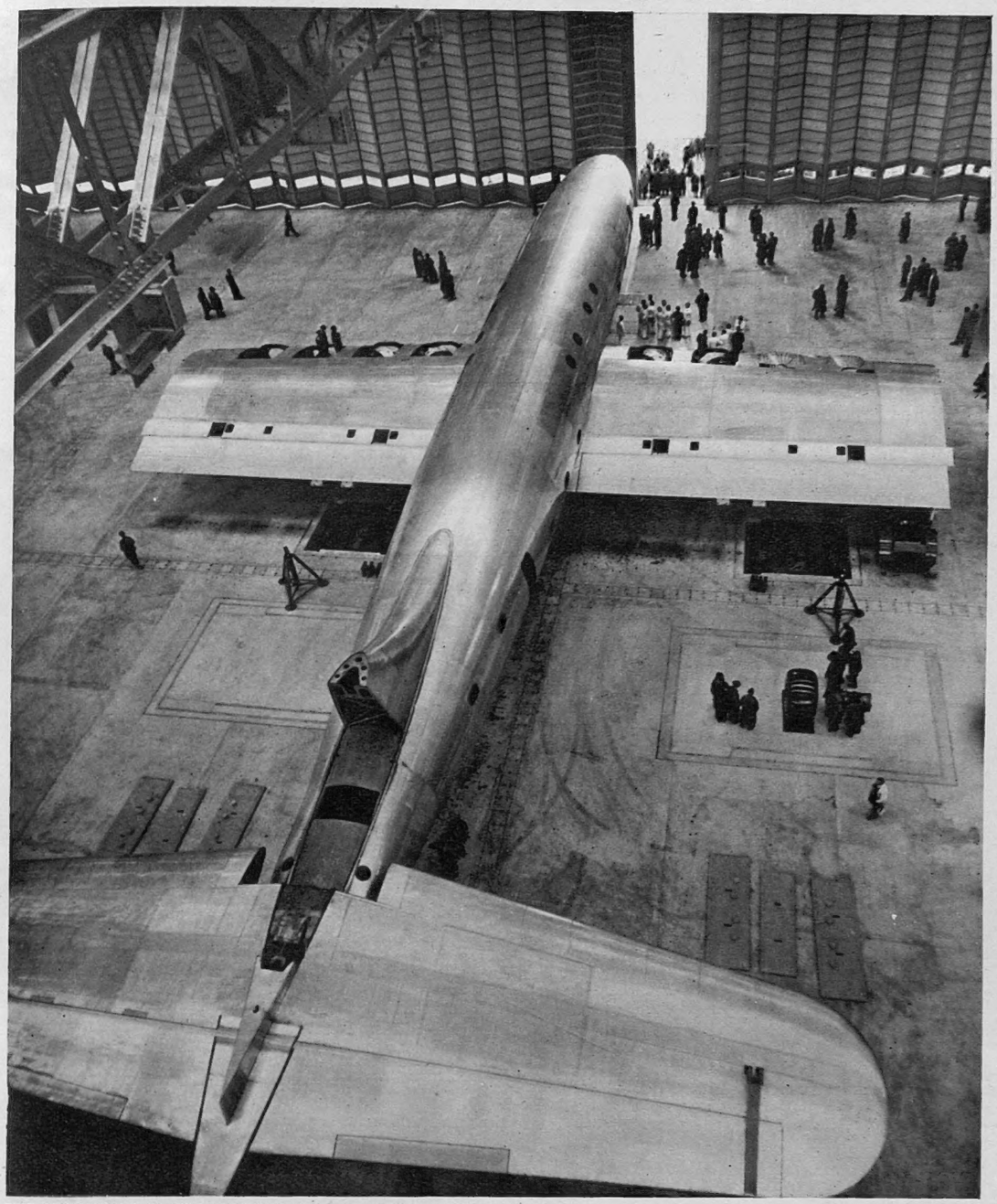
**THE 11-FT. MODEL MADE BY VICKERS-ARMSTRONGS : It is being installed in the Mosquito in a hangar at St. Eval Aerodrome. The model carried 300 lbs. of fuel and weighed 900 lbs. The designed speed was 900 m.p.h.**



**THE PARENT PLANE TAKES OFF : The Mosquito, with the 11-ft. model slung beneath the fuselage, seen as it left St. Eval at the start of the flight. Some minutes later the model was released on its brief but spectacular course. Apart from dipping its starboard wing and diving, the model flew according to plan**

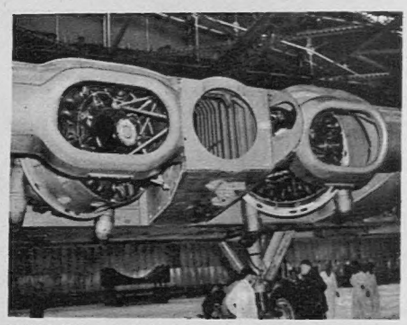
# The Naming of BRABAZON I

## "The Queen Mary of the Skies" in its Filton Hangar



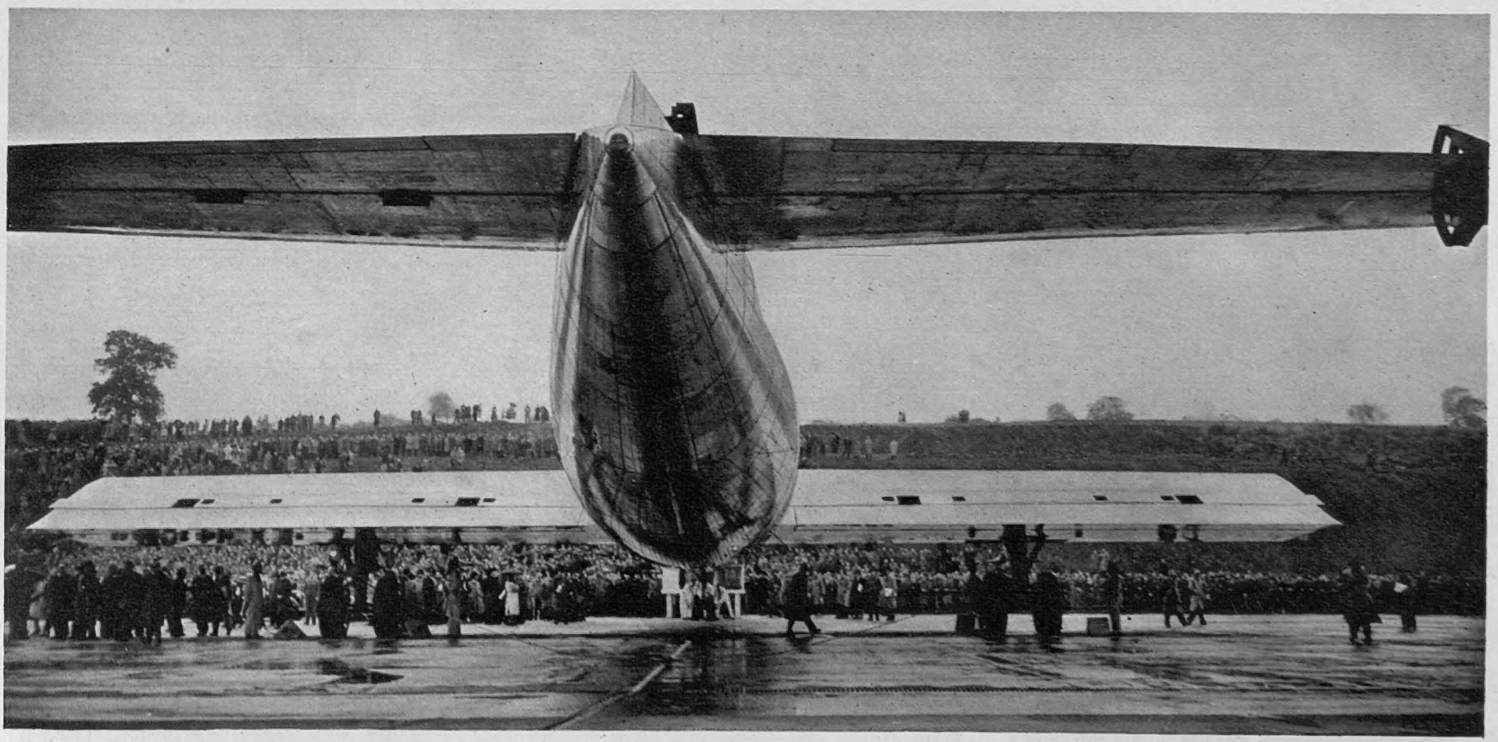
**THE BRABAZON I IN THE ASSEMBLY HALL AT FILTON, NEAR BRISTOL:** An overhead view of the great machine after it had been named by Air-Marshal Sir Alec Coryton. The air-liner is too large to be completed in a normal hangar, so this assembly hall has been erected for it beside the 3,000-yards runway, for the construction of which much of the village of Charlton has had to be demolished

**LOOKING INTO THE WING SECTION OF BRABAZON I:** From wing-tip to wing-tip she measures 230 ft. On the left are the nacelles for four of her eight Centaurus engines



**SHOWING HOW THE ENGINES WILL BE COUPLED IN PAIRS: Two of the power units with the propeller-shaft aperture between them. Later models of the Brabazon will be driven by gas turbines**

It is a moot point which is the largest land-based plane in the world, for the Brabazon I and the Consolidated Vultee's B36 both have a wing span of 230 ft. and there is not much difference in their estimated weights. The Brabazon I, designed to maintain non-stop flights across the North Atlantic between London and New York, is structurally almost complete, and it is expected to begin its flight trials next summer. The prototype will be used only for experimental flying. Later versions, the first of which has been begun, will have eight airscrew-turbine engines in place of the eight coupled piston engines of the first machine. Brabazon aircraft are likely to be in service on B.O.A.C.'s North Atlantic route by 1951 or 1952



**A TAIL-ON VIEW OF THE FILTON GIANT DURING LAST WEEK'S NAMING CEREMONY OUTSIDE THE ASSEMBLY HALL: The naming took place in the presence of Lord Brabazon of Tara, the first man in this country to gain a pilot's licence and the chairman of the Government Committee which in 1942 recommended the building of this monster air-liner. The 143-ft.-long passenger compartment of the Brabazon will be able to take between 70 and 100 people in bunks**

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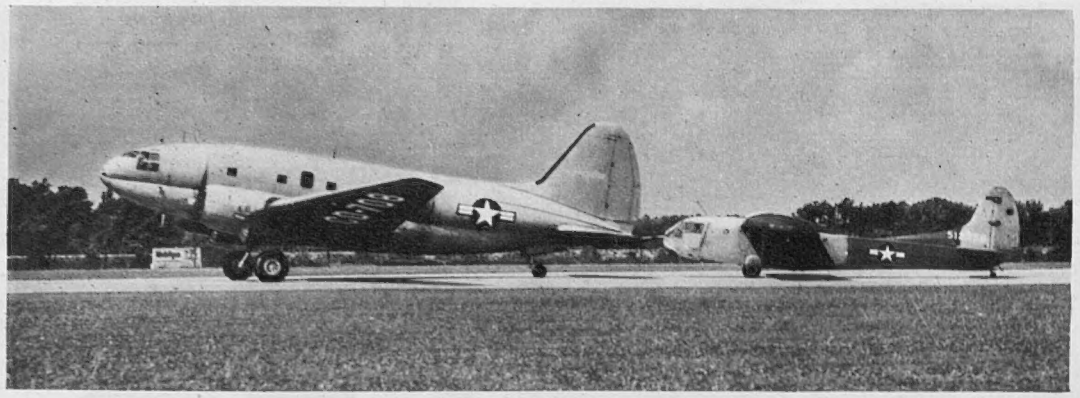
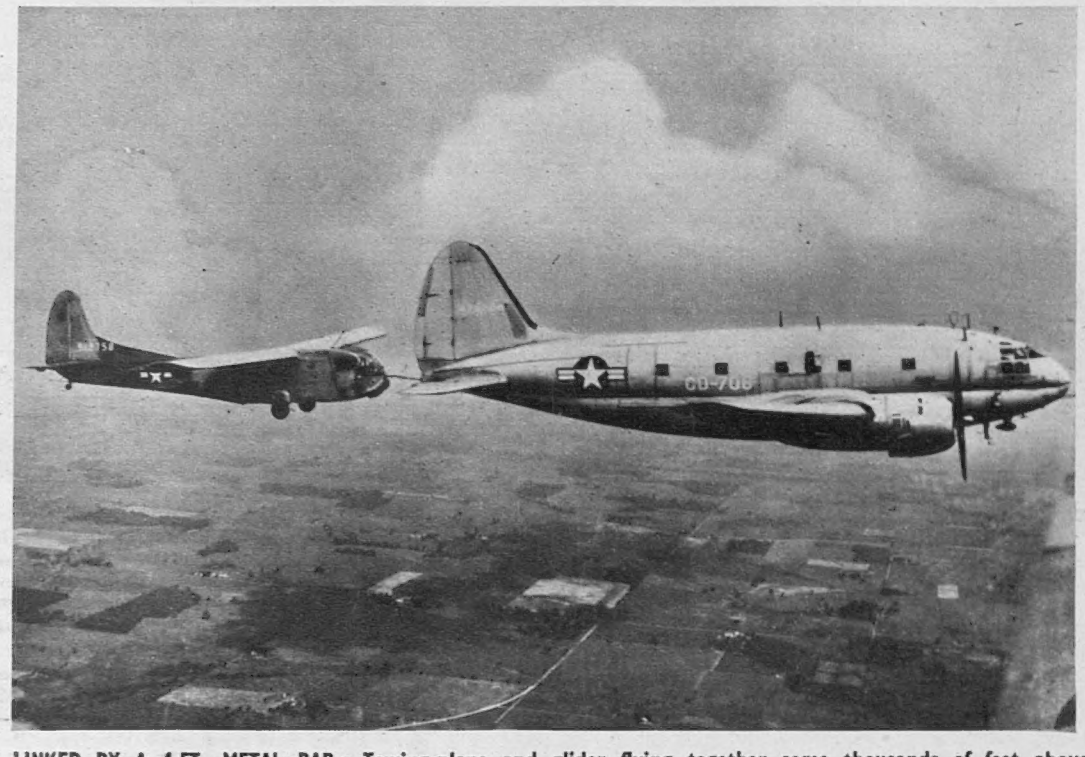
# AVIATION DEVELOPMENTS IN THE U.S.A.

## A Plan for Glider-Towing : Mr. Fulton and His Airphibian : Two Californian Giants in the News



**AN IMPORTANT MODIFICATION IN GLIDER TECHNIQUE :** A CG 15A glider attached to a C 46F cargo-plane by means of a 4-ft. rigid metal bar is taxied down the runway at Air Materiel Command Headquarters, Wright Field, Dayton, Ohio, before taking off on an experimental flight. The "rigid hitch" allows both tow-plane and glider to operate as a single unit. They take off without the preparations necessary when a tow-rope is employed, and landing is also a simpler operation



**LINKED BY A 4-FT. METAL BAR :** Towing-plane and glider flying together some thousands of feet above the Ohio countryside during this successful attempt to use the rigid tow-bar. It is understood that the original idea for this vital modification of glider technique came from the Luftwaffe

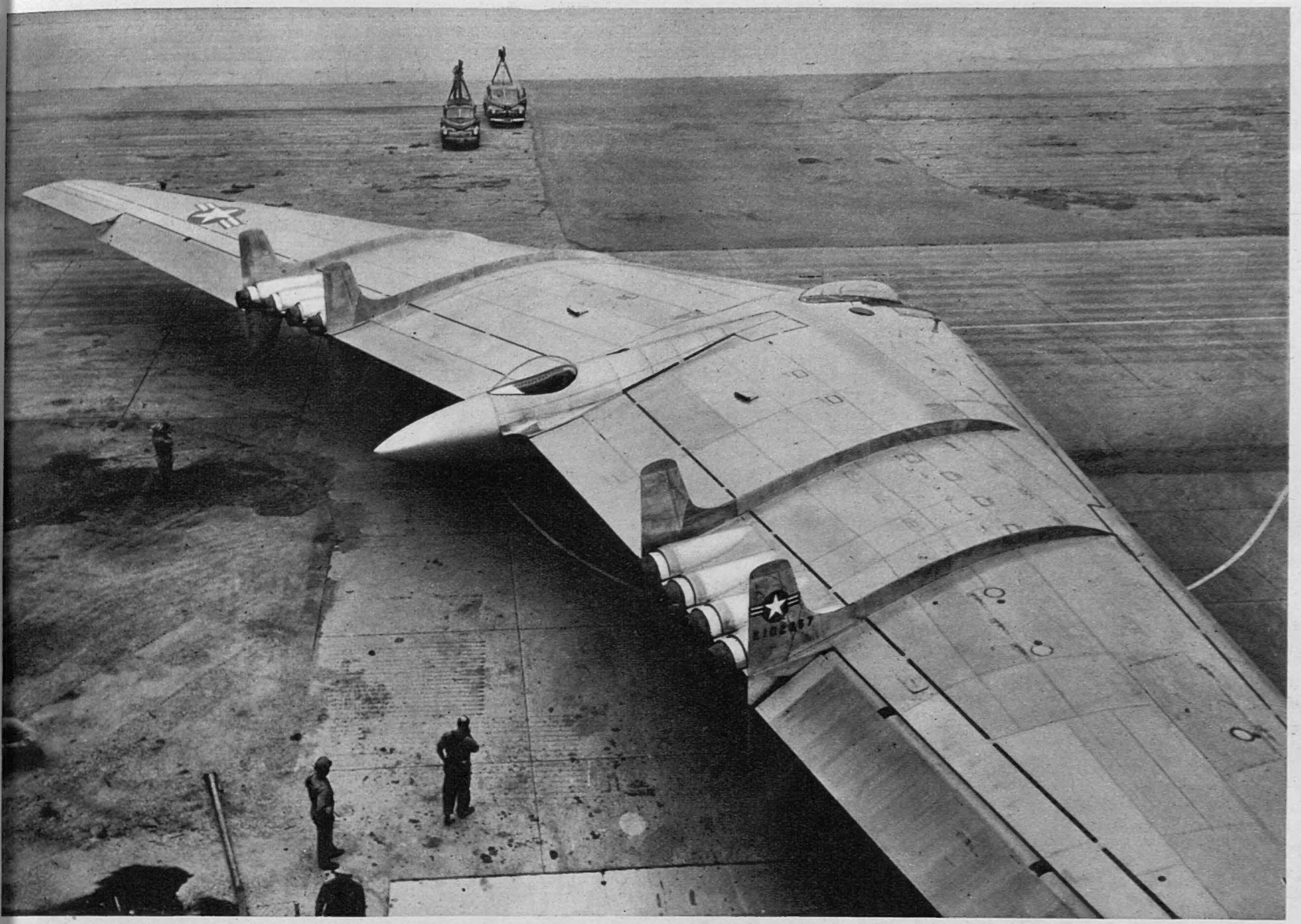
**THE MOMENT OF PARTING COMPANY : Only when glider and tow-plane are 20 ft. above the runway when coming in to land is the rigid tow-bar released. With the conventional tow-rope, gliders are usually released at 500 ft. or more above the ground**

**GLIDING WITHOUT TEARS :** The towed glider has never really proved satisfactory in Service conditions, and whenever it was used during the Second World War casualties to equipment, not to mention personnel, were often high. Hence the recent "Longstop" exercise of the British paratroops designed to use parachutes rather than gliders for landing heavy equipment. The Air Materiel Command, which has been a very active branch of the United States forces since the close of the war, has come to the conclusion that rigid towing of aircraft is a likely solution of the whole problem, and their recent experiments at Wright Field, Ohio, would appear to have justified a theory originally adumbrated by German aero engineers. Both take-off and landing operations went smoothly during these experiments, and those observers on the spot were of the opinion that the system would prove especially valuable in bad weather, when normally glider operations would be considered absolutely out of the question. It has also been suggested that the rigidly-towed glider may prove the forerunner of aerial freight trains operating at low cost

**WASHINGTON SEES THE FLYING MOTOR-CAR :** Mr. Robe Fulton, Junior, at the wheel of his Airphibian which he had just landed at the District Columbia's Airport. When this picture was tak the wing assembly had been removed, a task taki seven minutes, and Fulton was ready to drive

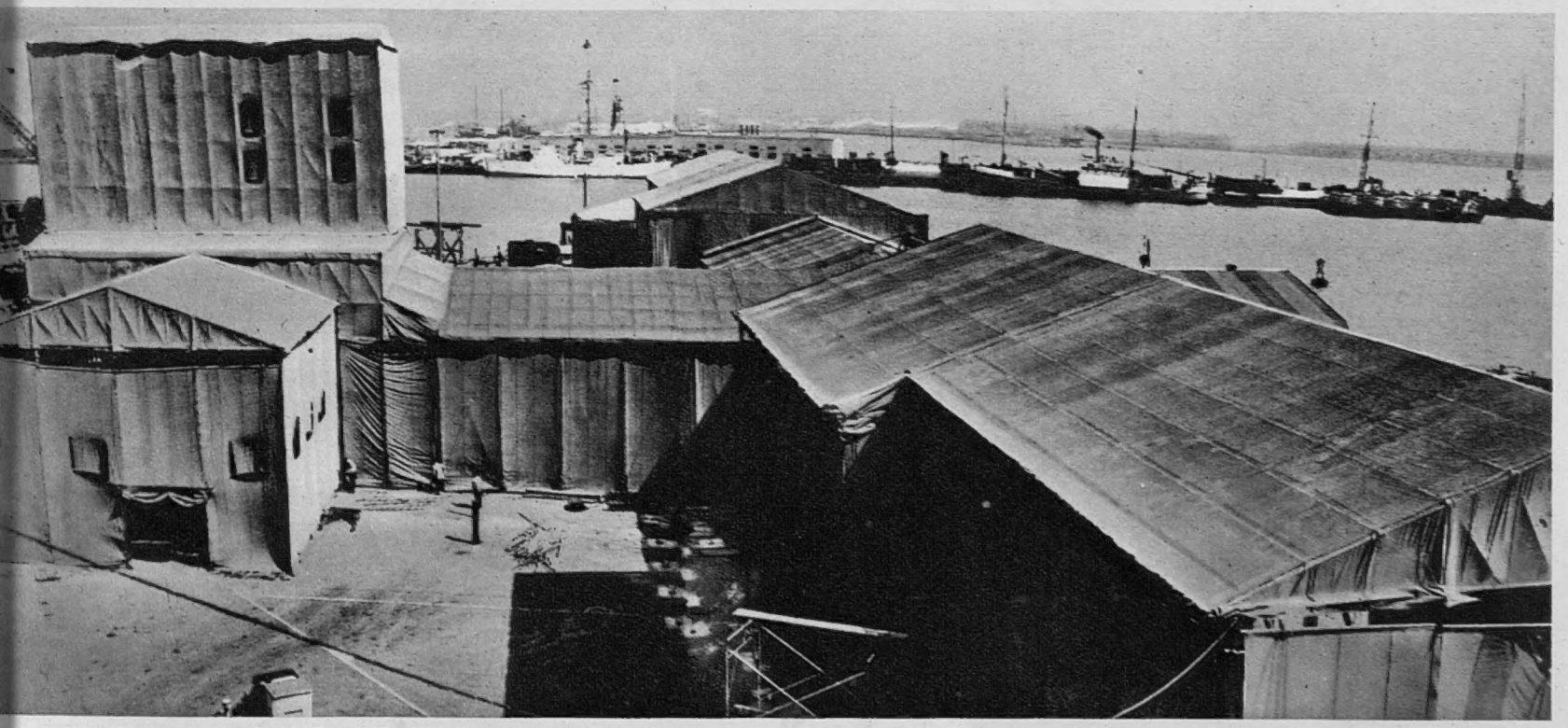
**THE LIGHT AEROPLANE BECOMES A LIGHT CAR : Mr. Rob Fulton, Junior, detaching the wing assembly arrival at Washington Airport in his Airphibi** He has just stowed the propeller, and the wings and fuse have been thrust on to the side of the runway. As a pl the Airphibian has a cruising speed of 125 m.p.h., and a motor-car it can do a steady 45 m.p.h. The inventor, Robert Fulton, is president and chief designer of Contine Incorporated. He is a descendant of the first Robert Ful who in the Napoleonic Wars brought out a submarine wh very nearly became France's secret weapon against Bri

**AMERICAN AIRCRAFT ASSEMBLED IN BRITAIN FOR CON NENTAL BUYERS : These single-engined Beach Bonanz four-seaters built for pleasure flying, are brou over to this country in the Skymasters used on t east-west journey for the Ontario Air Immigrati Scheme.** After assembly at Croydon the Beach Bonan are ready to fly to the Continent for delivery to custom Some European countries, notably Belgium, with her ar dollar resources, are big buyers of American light aircr



**NORTHROPS CARRY THE FLYING WING A STAGE FURTHER—THE JET-PROPELLED BOMBER YB49 MAKES ITS FIRST APPEARANCE AFTER COMPLETION AT HAWTHORNE, CALIFORNIA: This new flying wing is a modification of the successful B35, which has already been taken over by the United States Air Force**

The Flying Wing was first conceived nearly a quarter of a century ago by John K. Northrop, who ever since those arly days of flying has been convinced that this is the perfect esign for the big bomber. After bringing out several small-cale versions of the Flying Wing, Mr. Northrop produced his year his 104-ton B35, a machine only slightly smaller than the world's biggest transport, built by Consolidated Vultee. The B35, with its four-engine nacelles for piston engines and its contra-rotating propellers, has now completed its trials and has been handed over to the United States Air Force. The YB49 is substantially the same machine, being 172 ft. from wing-tip to wing-tip, but there are certain marked differences, the two batteries of four General Electric jets being hedged between tail units. No tail units appear on the B35. The performance of the YB49 is still a close secret, but it is probable that the machine can achieve speeds in advance of many existing American fighters, and at the same time can carry more bombs farther and faster than any other aircraft

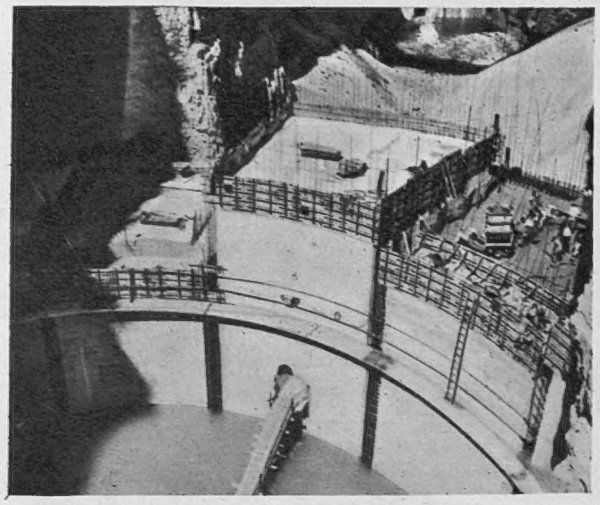


**AND NOW THEY HAVE COVERED HER UP—THIS CANOPY, CONSISTING OF MORE THAN 1½ ACRES OF CANVAS, HAS BEEN BUILT ROUND THE "HERCULES," THE WORLD'S LARGEST FLYING-BOAT, IN COURSE OF ASSEMBLY IN DRY-DOCK AT LONG BEACH, CALIFORNIA: Ever since the "Hercules" was put into production by Howard Hughes there has been a storm of controversy about her. Already the clipper has cost £5,000,000, and the bill is still mounting**

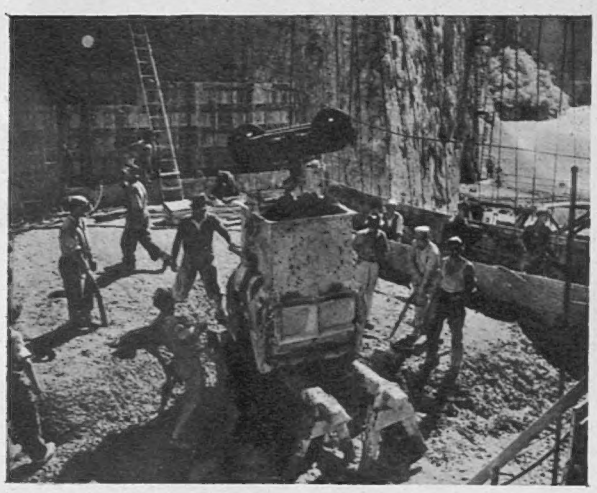
No aircraft ever constructed has ever received publicity on a scale equal to the *Hercules*, the clipper built by Mr. Howard Hughes, the Californian millionaire, under a Govern-ment contract. The original contract was for three clippers, the total cost for the three being £4,000,000, but already the *Hercules* has cost over £5,000,000. The U.S. Government, voting the bill, saw fit some time ago to cancel the orders for *Hercules II* and *Hercules III*, and recently it was reported in the American Press that plans for the mammoth plane had been rejected as fantastic by both the Army and Navy. President Truman's War Investigating Committee has since tried to find out more about the Howard Hughes contracts, and there have lately been strange stories in the Press of bevies of girls provided by Hughes' publicity agent for the express entertainment of members of the political and military hier-archy. Now comes news that canvas screens have been put round the *Hercules*, 77,450 square feet of 16-oz. flame-proofed canvas mounted on 84 tons of tubular steel have been used for the purpose, but still there is no information regarding when this over-publicised giant will take off on her maiden flight or even when she will first enter the water for taxi-ing tests

# ITALY'S SPECTACULAR NEW DAM

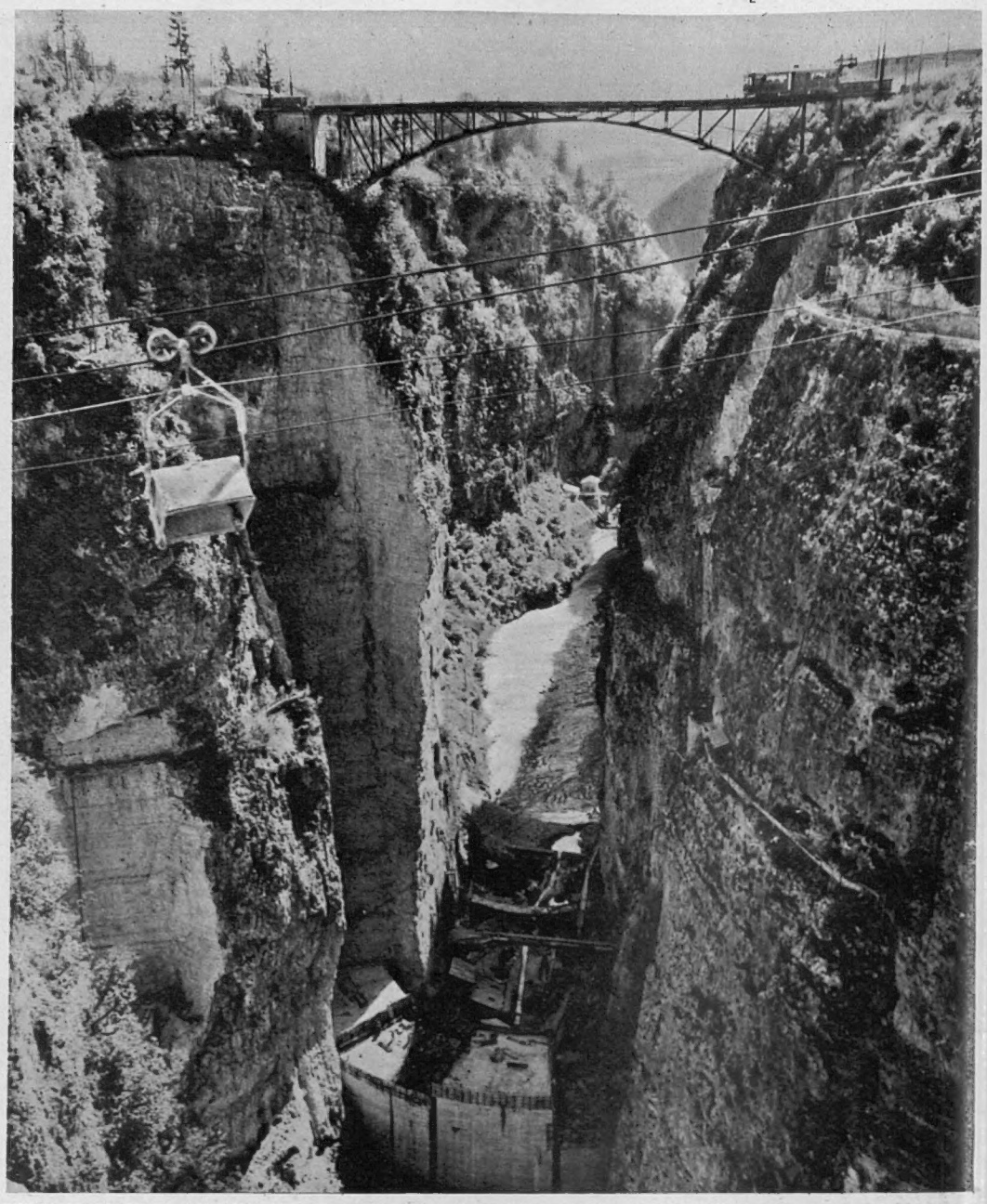
## To Store the Waters of the Noce River In Mountainous Trento Province



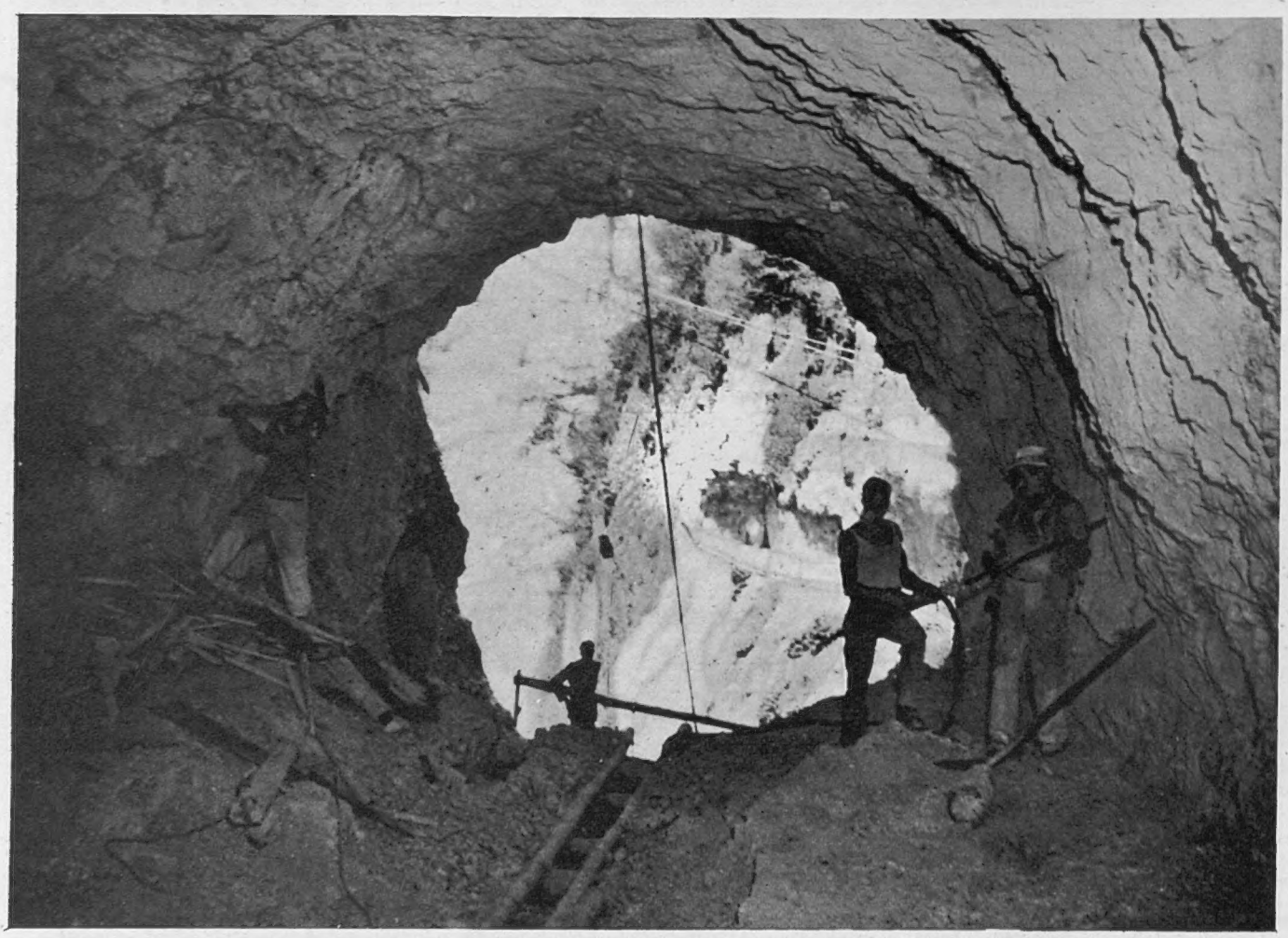
**THE SHUTTERING GOES UP ON THE NEW NOCE RIVER DAM:** Men at work on the heavily reinforced base of the dam, which will provide hydro-electric power for industrial North Italy



**CEMENT DESCENDS FROM THE HEIGHTS:** It is mixed at the summit of the great gorge and descends on to the dam in a mechanical grab. There the workers spread the mixture evenly over the whole surface



**EUROPE'S HIGHEST DAM IN THE FIRST STAGES OF CONSTRUCTION:** Looking down into the gorge, where the 460-ft. barrage will create an artificial lake five miles long and provide water sufficient to produce 250,000,000 kilowatts annually. The dam was begun in 1939, when the estimated cost of completion was 200,000,000 lire. It will now take many times that sum in order to finish the task



**CUTTING A DIVERSION TUNNEL THROUGH THE ROCKY WALLS OF THE RIVER VALLEY:** Through this tunnel will flow some of the water diverted by the Noce River Dam, and here will be installed the mighty turbines which will develop the hydro-electric power

To-day Italy teems with unemployed. The gap between the well-to-do and the impoverished is pitifully wide; for industry has been slow in getting into its stride in the industrial north. The main bottleneck is power, just as it is in so many other European countries, and Italy, without coal and without the money to buy coal, must perforce rely on the electricity she can generate if her factories are to be run at full speed. The Noce River project in Trento Province will play a measurable part in meeting the need for power, and it should not be long before this high but narrow dam is storing water and feeding the giant sets of turbines installed at the exit of the diversion tunnels. The power-houses of the Noce Dam will generate 250,000,000 kilowatts annually. Construction work is not proving particularly easy owing to the narrowness of the gorge, but by the use of aerial ropeways the engineers have established a fairly speedy system of bringing cement from the mixers at the top of the gorge to the summit of the dam, at present less than 100 ft. above the river-bed. The valleys of Trento Province are especially suited to vast hydro-electric schemes, and it is probable that the Italian Government will shortly be embarking on some further projects of the same character as that on the Noce River. Costs are very heavy indeed

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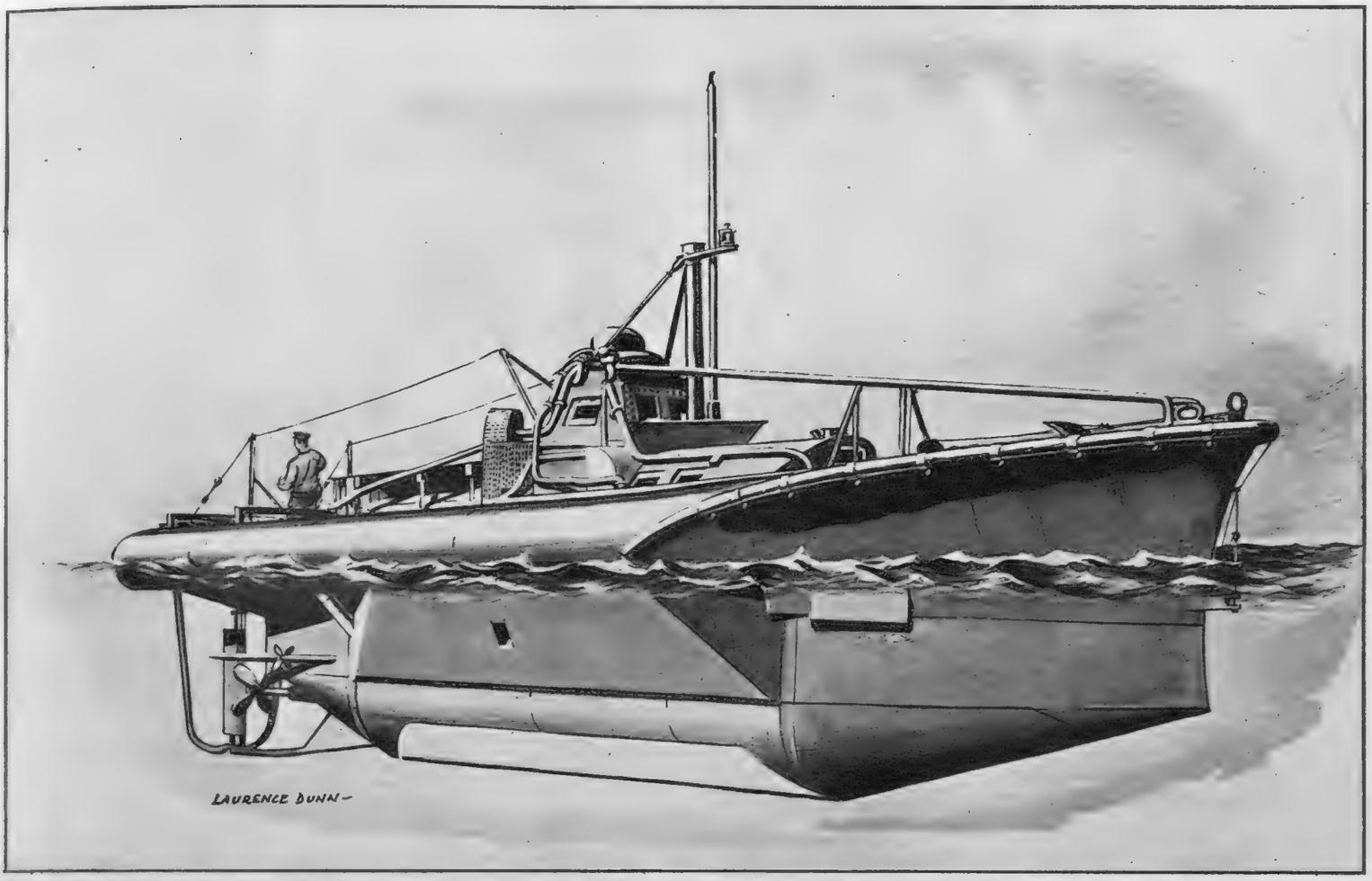
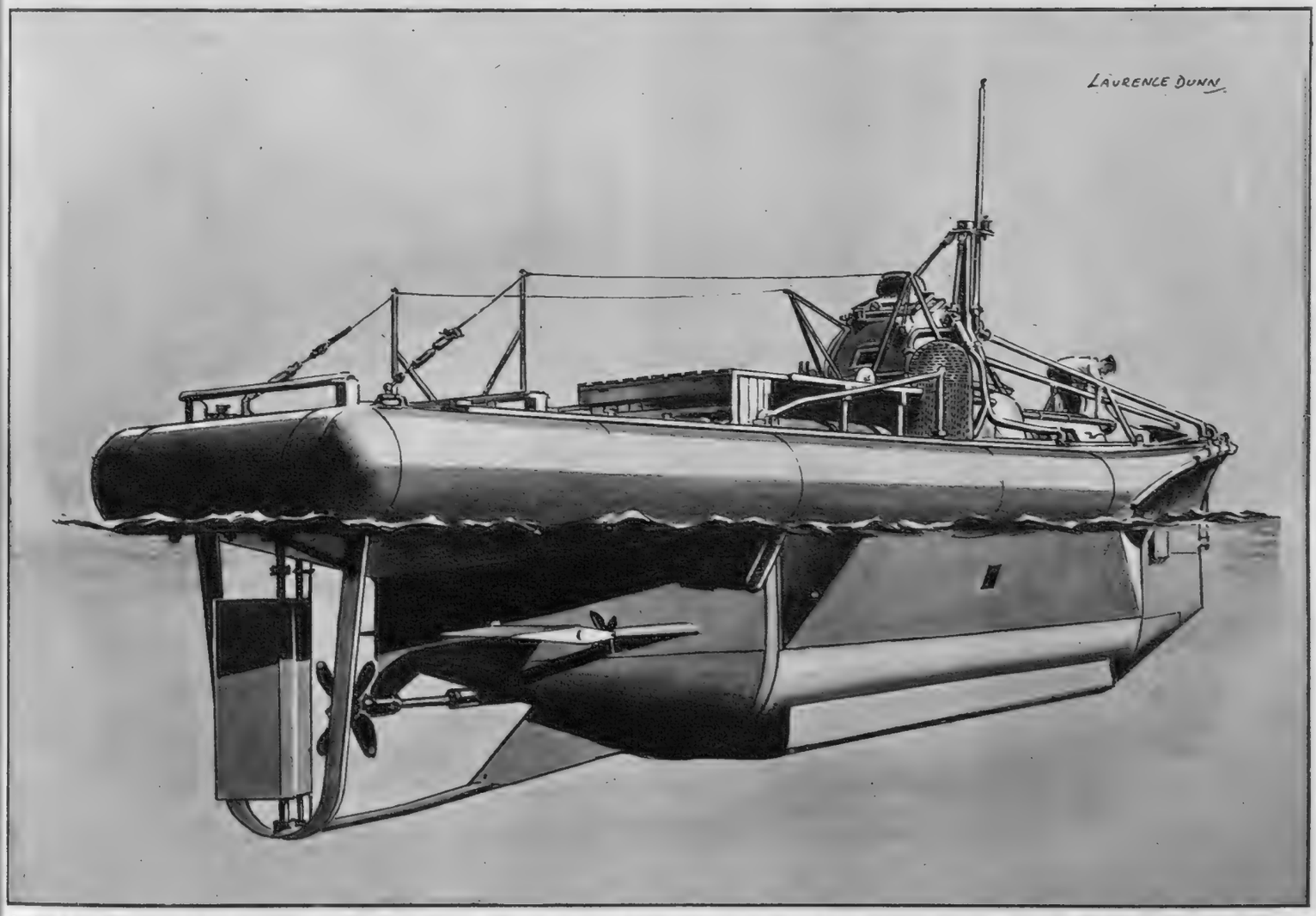



**BUILT 75 MILES FROM THE SEA—AN ARTIST'S IMPRESSION OF THE 37-FT. SUBMERSIBLE CONSTRUCTED AT LETCHWORTH, HERTS., AND KEPT A "TOP SECRET" UNTIL THE END OF THE WAR:** Even now only scanty details are available regarding these ships, and it is obvious that if the Pacific War had not been cut short by atomic might they would have played an increasingly active part in that theatre of operations. The 37-ft. submersible has a crew of four




**A STERN VIEW OF A UNIQUE TYPE OF SUBMARINE—AN ARTIST'S IMPRESSION OF THE DROP END OF THE 37-FT. SUBMERSIBLE SUBMARINE, IN MANY WAYS REMINISCENT OF THE TAIL OF A LORRY:** In the absence of official Admiralty details it can only be surmised that the hinged drop end was intended for use when releasing depth-charges. At one time the vessels were being completed at Letchworth at the rate of one per week—*Special Sphere drawings by Laurence Dunn*

A RED-LETTER DAY IN ECCLESIASTICAL HISTORY : The fourteen bishops of the newly-constituted Church of South India outside St. George's Cathedral, Madras, after the recent inaugural ceremony. The presiding bishop at the ceremony was the Right Rev. C. K. Jacob, who is seen standing in the centre of the group

*A Foreign Survey*

# INDIA'S UNITED CHURCH

**Gandhi's Birthday : The End of a Pacific Adventure : De Gaulle in Paris : The Return of American War Dead**

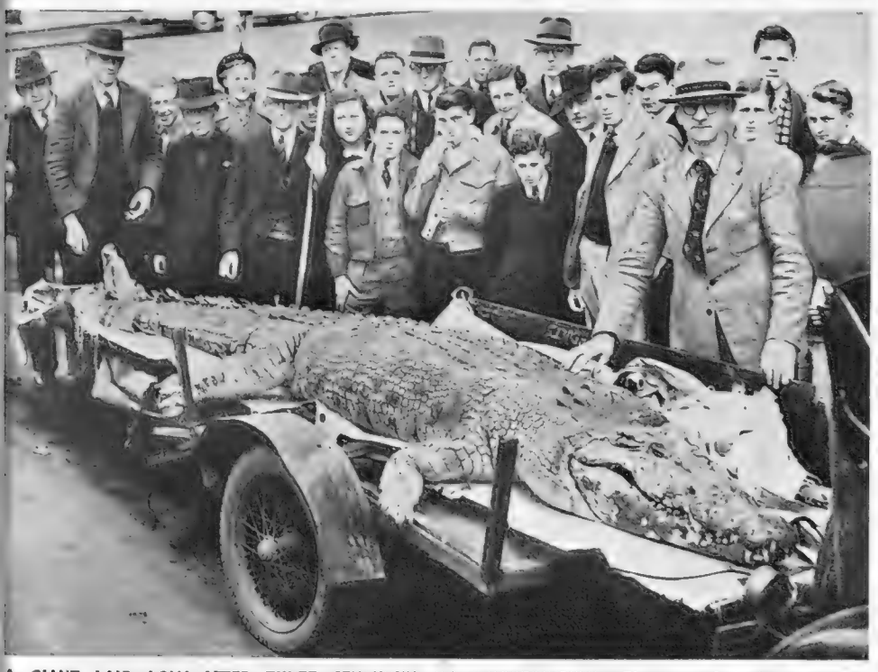
An event highly significant in the march of world religion took place recently in Madras, when the new United Church of South India was brought into being. Anglican, Presbyterian, Congregational and Methodist Churches have joined forces in this new Christian venture. The South India United Church is neither part of the Anglican Communion, nor is it in communion with the Church of England. Anglican clergy or laity joining it, however, will not incur censure, and may in good time resume their ministry or membership of the Church of England. The scheme provides for an Episcopal Church, which it is hoped will grow together with the years, and at the end of a thirty-year interim period its progress will be reviewed. Four thousand people attended the inauguration ceremony at Madras, when the basis of the new constitution was accepted, and after this, nine new bishops were consecrated

THE LAYING-ON OF HANDS : One of the nine new bishops of the United Church of South India being consecrated at St. George's Cathedral, Madras, after the ceremony inaugurating the new Church. An eyewitness describing the ceremonies declared : "The atmosphere was tense with expectation. All present realised the supreme importance of this uniting of the Churches"

THE SEVENTY-EIGHTH BIRTHDAY OF MAHATMA GANDHI : Leaning on the shoulder of Abha Gandhi (left) and accompanied by Dr. Sushila Nayyar (right), one of his medical attendants, the Mahatma takes a stroll on the occasion of his birthday. Following his usual routine, Mr. Gandhi woke at 3.30 a.m. and then held a prayer meeting for his staff. After the prayer meeting he began his day's work. Mr. Gandhi first came into the world news in 1893, when he visited Natal, home of a vast Indian minority. Soon afterwards he inaugurated the use of non-co-operation and passive resistance as political weapons, and, surrendering his lucrative practice at the Bar, threw himself into the bitter struggle for Asiatic emancipation. His campaigns of civil disobedience after the First World War brought him wider fame, and he fanned the flame of Indian nationalism by his simple eloquence

A HAPPY AND GLORIOUS ENDING TO THE CRUISE OF THE "KON-TIKI" : These six Scandinavian adventurers, seen on arrival by cargo steamer at San Francisco, are standing on their 45-ft. balsa-reed raft, which is lashed to the deck of the steamer. In this raft they set out earlier in the year from Callao, Peru, in an attempt to prove Heyderdahl's theory that the South Sea Islands of the Polynesian group were originally populated by ancient pre-Incan Indians of Central or South America, who drifted on the Humboldt current, using just such a crude type of craft. After triumphantly providing evidence towards this theory the raft *Kon-Tiki* eventually foundered near Tahiti in August. The raft had then drifted 4,000 miles across the Pacific. Thor Heyderdahl, the leader of the party, is standing on the left

**AN AMERICAN UNKNOWN WARRIOR IS BORNE THROUGH THE STREETS OF ANTWERP : A casket, chosen anonymously from the first contingent of United States war dead to leave Europe, being taken on a gun carriage through the city to Antwerp Docks, where it was put aboard the transport "Joseph V. Connolly." The vessel later set sail with 5,600 casketed remains. She was escorted by the United States destroyer "Vesole," and it was expected that she would arrive in New York on October 25. General Lucius D. Clay, Commander-in-Chief of the European Command, journeyed from Berlin to Antwerp to take part in the ceremonial**



**A GIANT LAID LOW AFTER THREE CENTURIES OF TERRORISATION : The most-feared man-eating crocodile in Australia's Northern Territories, an 18-ft.-long reptile weighing more than a ton, startled many office workers in Melbourne recently, when paraded through the streets on a trailer.** The crocodile was brought 2,000 miles to Melbourne by the man who killed it, Mr. H. A. Grant, a retired New South Wales police-sergeant, now a professional crocodile hunter, and his brother, Mr. J. J. Grant. The crocodile is believed to be 300 years old, and was probably terrorising natives living round the Gulf of Carpentaria before Captain Cook reached Australia. Its known victims include several aborigines, dozens of cattle, three horses, and many pigs and wallabies. A full-grown wallaby and several pigs were found in its stomach. The crocodile is of a variety which is almost extinct, and is said to move more swiftly than a shark in water, and almost as fast as a horse on land. Telling his story of the killing, Mr. Grant said that he crawled for a mile through undergrowth before he could get into position for a shot at the crocodile. The first shot was fatal, but he fired two others into the head just to make quite sure

**GENERAL DE GAULLE ON THE HUSTINGS : The leader of R.P.F. (the Rally of the French People) speaking to a vast throng assembled on the racecourse at Vincennes. De Gaulle's ostensible purpose was to encourage Parisians to vote for R.P.F. candidates in the municipal elections.** France, he said, was in peril. It was for her people to choose the way, "but I cannot fail in my duty of showing to them the way of salvation." This was the climax of the General's campaign of the last six months, in the course of which he has made speeches all over the country, attacking the French Communist leaders and Soviet Russia and calling for a strong policy of alliance with the Western democracies

**A CARIBBEAN REVOLUTION NIPPED IN THE BUD : Expeditionaries lined up at Camp Columbia, Cuba, after being intercepted off the Cuban coast by Cuban naval units.** They were setting out across the Windward Passage for the island republic of Santo Domingo with the avowed intention of overthrowing the regime of President Rafael Trujillo. After the revolutionaries had been taken under guard to Camp Columbia, some were released, but the leaders of the plot were detained

**REBUILDING DEVASTATED FINMARK : A fisherman's house being built in a coastal area of Finmark, North Norway, where the Germans wrought vast havoc in their retreat in 1944.** Before evacuating the country, bridges were blown up, fishing-boats were destroyed, and hardly a house was left standing. Great strides have since been made in the work of reconstruction, despite shortage of materials, the long lines of communication, and the long winters, when work is impossible. Special preference is being given to rebuilding in country areas, the raising of industrial centres being considered a future task

TEN THOUSAND TONS OF COAL ARE WON AT A BLOW: A 2,000-lb. explosive charge breaking up coal in the opencast workings at Blair Athol, Clermont District, Central Queensland. The workings are the richest in Australia

# QUEENSLAND'S VAST COAL WEALTH

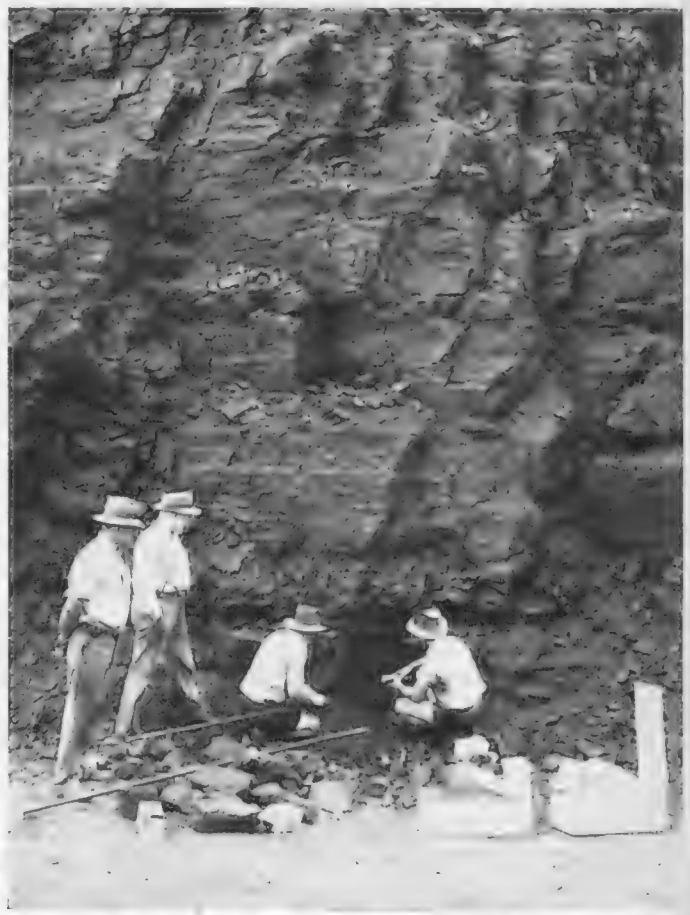
## The Mighty Deposits of Blair Athol at the Service of the Empire

It is a strange reflection that the greatest deposits of coal in the world lie in the least accessible places. In Manchuria, Rhodesia and Queensland there are enormous deposits, easily worked and highly suited to industrial needs, but at the moment they cannot be used to help the war-torn industries of Europe get under way. The problem is essentially one of transport. However, there is a hope that Blair Athol, the opencast mine in Central Queensland, which is the subject of the pictures on this page, may shortly be brought into fuller use, as Mr. Robert Foot, chairman of Powell Duffryn Technical Services and chairman of the British Mining Association, is known to be interested in the project. His current visit to Australia will undoubtedly include discussions on Blair Athol with the Queensland and Federal authorities. Blair Athol lies in the Clermont District of Central Queensland and has proved reserves of 400,000,000 tons of coal. The solid black seams are 60 to 80 ft. thick and lie under a comparatively light covering of earth. In no case is the overburden more than 84 ft., and in some cases it is as little as 27 ft. Exploitation proposals for Blair Athol, some of them highly conflicting, have come from many sources. One idea is to build a new railway in a direct line to the coast and exclusively for the use of mineral trains, thus avoiding the long journey to Rockhampton through Emerald junction. Another idea is to build a new port for colliers, while a third involves a gasification scheme, a pipeline taking the gas direct to the growing industrial city of Rockhampton. Whatever scheme is adopted it seems that the rich deposits of Blair Athol are to be worked on a vast scale. One firm interested in the project is the English Overseas Electrical Construction Company, and an investment of between £10,000,000 and £18,000,000 of British capital is contemplated.

HOW THE COAL IS WORKED AT BLAIR ATHOL: This picture shows a section of the opencast workings. At this spot the coal face is 65 ft. in height with an overburden of 84 ft. of earth. The coal face receives a series of explosive charges and the coal is then transferred to lorries. The lorries take the coal to the screening point and the railway loading yards for transport to the industrial areas of Australia. Blair Athol lies about 250 miles from the port of Rockhampton

CLIFFS OF PURE COAL AT THE ENTRANCE TO THE MAIN WORKING FACE IN THE OPENCAST MINE AT BLAIR ATHOL: At few other places in the world can coal be worked with such ease, but the problem of transporting it from the Clermont District of Central Queensland has hitherto held up development on a large scale

THE MINERAL TRAINS LINE UP IN THE BLAIR ATHOL YARDS: The branch railway joins the main line at Emerald, and it is another 200 miles from there to the port of Rockhampton. There is talk of building a new line to bring Blair Athol within easier reach of the coast and, alternatively, there is a gasification scheme linking Blair Athol with Rockhampton

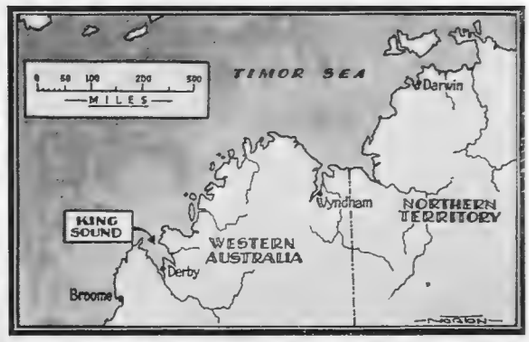


THE POWDER-MONKEYS GET BUSY: Inserting a heavy explosive charge beneath the coal face of the Blair Athol opencast workings. Above the men towers a cliff of pure coal

# The Australian Navy Surveys the Site for A NEW PORT IN N.-W. AUSTRALIA

## A Successor to Derby in Fiercely Tidal King Sound

**PLODDING THROUGH THE GLUEY MUD OF THE MANGO-FRINGED SHORE:** Lieut.-Commander J. J. Cody, of H.M.A.S. *Lachlan*, with two of his assistants seen on their way back to the frigate after a day of taking sights and erecting bamboo markers as observation points for the survey. They have been making a complete survey of the fiercely tidal area of King Sound, and it is expected that their efforts will result in the establishment of a new port to deal with the vastly important cattle trade of Australia's north-west




**A LITTLE-KNOWN LAND ON THE EDGE OF THE TIMOR SEA:** A sketch-map of King Sound, in the north-western area of Western Australia

**THE SURVEYORS AND THEIR EQUIPMENT:** *Left*—Putting up a 35-ft. marker-pole on the shores of King Sound, and (*right*) Lieutenant Anderson taking an angle from the motor-boat which operates in the shallow waters of the sound, where "Lachlan" cannot penetrate

**A MARKER-BUOY IS PUT OVERBOARD FROM H.M.A.S. "LACHLAN": The buoys are specially constructed to withstand the force of the swift tides in King Sound**

**H.M.A.S. "LACHLAN" ON THE SUNLIT BUT TREACHEROUS WATERS OF KING SOUND:** This 1,420-ton frigate, which did good service during the latter part of the war, was completed in 1944. She can carry a complement of 140, but six officers and 100 men are engaged on the present survey under Lieut.-Commander C. G. Little

One of the less spectacular peacetime jobs of the Royal Australian Navy is the coastal survey, highly important to the nation's shipping and allied industries. Seeking a site for a suitable new port in Western Australia, the survey ship H.M.A.S. *Lachlan* has for many weeks been charting one of the world's most difficult stretches of water—the tidal expanse of King Sound. The new port will ultimately replace Derby, which serves the needs of a vast area of north-western Western Australia, a big cattle-producing district. Derby is unsuitable because shipment of cattle and other goods is now dependent on tides which have a huge rise and fall. King Sound is an immense harbour, bigger than Port Phillip Bay. Its 22-mile wide entrance admits tidal waters that rush in and out at a speed of 10 knots, stirring up the muddy bottom to make navigation treacherous except at full tide. King Sound was partially charted in 1838 by Captain Stokes in H.M.S. *Beagle*, and the difficulties of the job are reflected in the names he gave to landmarks—Torment Point, Alarm Shoal, Repulse Point, Disaster Bay. The more comprehensive and scientific survey now being carried out by Lieut.-Commander C. G. Little in H.M.A.S. *Lachlan*, with six officers and 100-odd men, will yield charts of immense value to the world's navigational records. Hazards of the survey crew working in King Sound include the risk of man-eating crocodiles which live in the muddy wastes of mangrove swamps fringing the shores. Boat parties daily squelch through the deep mud carrying heavy surveying gear and periodically firing their rifles to scare away crocodiles. While they work, the tide is a constant menace. If they are not wary they can be trapped in the eerie mangrove country far from their boat. The crew leads a lonely life, remote from the bright lights of big cities and with only rare visits to coastal towns. Week-ends in Derby township are usual—if the tide is high enough to permit *Lachlan* to reach the jetty. Recreations at sea are limited. Swimming is taboo for two reasons—the swift tides and numerous sharks make it unsafe, and the muddy, evil-smelling waters make it unpleasant

AN EARLY EXAMPLE OF MALE COSTUME: It is taken from a rubbing from a monumental brass at Taplow to Nichole de Aumberdare. The date is 1350, and the short cape is typical of that period. The Victoria and Albert Museum's exhibition covers the fourteenth to the twentieth centuries

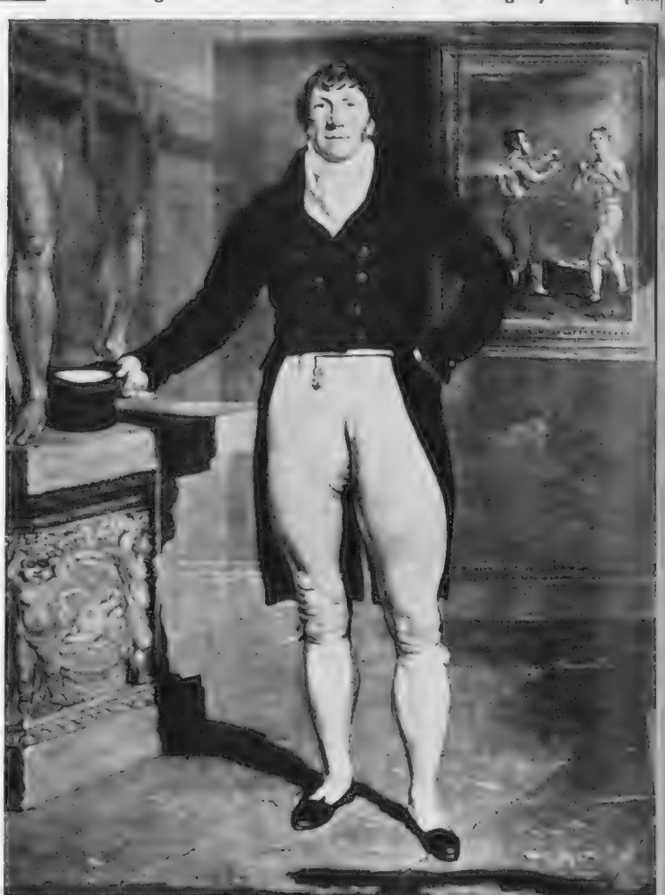
A MAN ABOUT TOWN IN THE DAYS OF THE SECOND JACOBITE RISING: A costume of 1745, reflecting the very strong influence of the French Court upon the fashions of the day

# MAN AND HIS CLOTHES

## The Victoria and Albert Museum Holds an Exhibition of Male Costume Through the Ages

IN SOMBRE BLACK: This portrait of Lord George Gordon, son of the third Duke of Gordon, typifies good taste in the closing years of the eighteenth century. It compares interestingly with the garb of the man about town of a slightly earlier period

"PRINNY," THE INELEGANTLY-SHAPED LEADER OF AN ELEGANT FASHION: A portrait of George IV as Prince of Wales, showing in the background Brighton Pavilion, his own particular architectural creation. The engraving is after a drawing by Isaac Cruikshank. George, because of his libertinous habits, became corpulent very early on in life, and knee-breeches certainly did not show him to advantage



"GENTLEMAN" JACKSON THE PUGILIST: In his black cut-away coat and white knee-breeches, he was an outstanding figure. This engraving by C. Turner from a drawing by Ben Marshall belongs to the year 1810

Male costume has always excited less attention than women's dress, but the present exhibition at the Victoria and Albert Museum is none the less of fascinating interest. By making use of photographs of brass rubbings from monuments, as well as of caricatures and other prints, the exhibition traces the history of male attire through six centuries. The exhibition shows how men's clothes are perpetually stereotyping (and even fossilising) themselves in obedience to the class principle, and the only way in which they can change would seem to be by the adoption of "sports dress" by the younger and less conventional men. This sports dress in turn becomes formalised, until it can no longer be worn for active pursuits. It has become "formal dress," and the formal dress which it displaces has now become ceremonial dress. The attraction principle was, it seems, not finally extinguished even in men's dress until the French Revolution

FASHIONS IN THE THIRD QUARTER OF THE EIGHTEENTH CENTURY: The coat, breeches and waistcoat on the left are of woollen cloth trimmed with gilt braid. The design on the right is of French origin, and is of woven velvet. This was just before the period of French elegance gave way to the distinctly rough and ready dress of the Revolutionary period

THE ELEGANCE OF ENGLISH COURT DRESS AT THE CLOSE OF THE EIGHTEENTH CENTURY: The suit on the left is silk elaborately embroidered, mainly in satin stitch. The silk coat on the right has looking-glass sequins and applied net on silk. Elaborate ornamental buttons of fine workmanship adorn the pockets and cuffs of both costumes

THE COLONIAL GOVERNOR OF 1816: This dress belongs essentially to the days of the Congress of Vienna. It might have been worn by Sir Hudson Lowe, Napoleon's St. Helena gaoler

ENGLISH COSTUME THROUGH THREE CENTURIES: On the left is a court dress of the time of King Charles I or King Charles II. The be-ribboned breeches and the great sash are characteristic features. In the centre are two costumes of the eighteenth century, and on the right is contrasting attire of the nineteenth century. The severely formal black suit was worn by Thomas Coutts, the founder of the bank of the same name. The coat, waistcoat and breeches are of woollen cloth. The shirt and stockband are of linen. The stockings are of knitted wool and the gaiters are silk. On the extreme right is the uniform of a colonial governor of 1816. The coat and breeches are of woollen cloth

IN THE FULL FLUSH OF THE VICTORIAN ERA—TOWN AND COUNTRY FASHIONS IN THE THIRD QUARTER OF THE NINETEENTH CENTURY: *Left*—Some examples of attire from the "Gentleman's Magazine of Fashion" of July 1875. *Centre*—Country wear in 1863. Another plate from the "Gentleman's Magazine." *Right*—More town and country wear in the year 1875. Men's fashions at this stage had changed markedly from the William IV style depicted on the extreme right of this page

IN THE DAYS OF WILLIAM IV: A man's suit dating from the year 1830. It has nankeen trousers and a fine linen shirt. The flowered waistcoat is an elegant feature of the turn-out

**THIS MAY BECOME BRITAIN'S NO. 1 FLYING-BOAT BASE : The picturesque anchorage at Maldon, Essex, the town on the Blackwater which has been selected as one of the three possible sites for the base. Maldon Council have been told to expect a decision within a few weeks. A rival to Maldon is Cliffe, in the Thames Estuary near Gravesend**

## WILL MALDON BE BRITAIN'S FLYING-BOAT BASE?

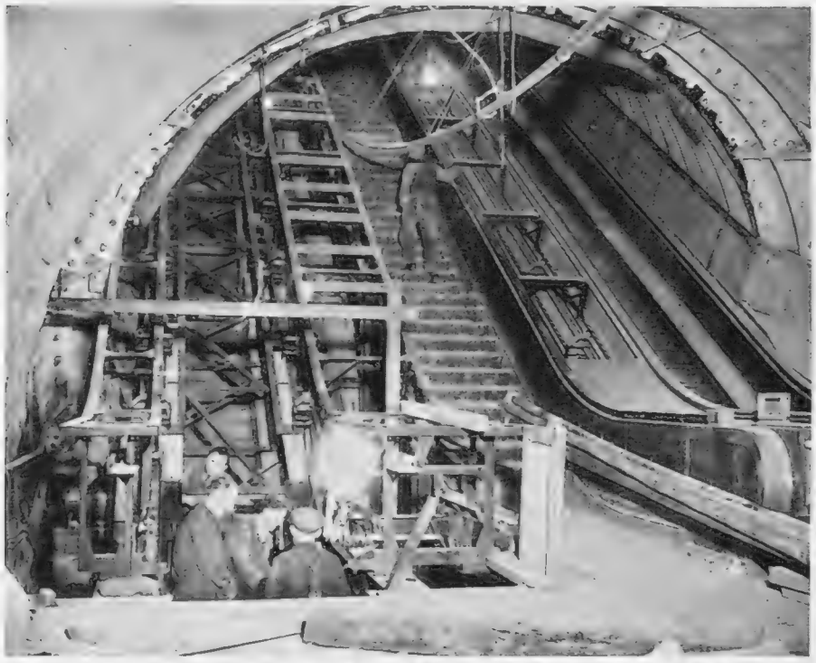
It is a vexed question, this question of flying-boat bases. First the news became known that Langstone Harbour would be selected, but a controversy arose over interference with Admiralty radar equipment in the area. Then Poole Harbour was mooted, but this is considered too small to accommodate the larger flying-boats contemplated, and then the claims of Southampton Water were reviewed. At the time of writing, Maldon, on the Blackwater River, is in high favour for the honour, and it is also possible that Cliffe, between Rochester and Gravesend, will be chosen. Maldon, situated 39 miles from London and 16 miles from the open sea, has a population of 8,500, many of whom would welcome the trade which would come to the port if Britain's clippers were based there. The fishermen of Maldon are not so sure about the idea, particularly those who are interested in the oyster-beds at the mouth of the Blackwater. The yachting fraternity, and they are numerous enough in the summer months, keep a fairly open mind on the subject, and most of them seem to think that a few flying-boats will not wreck their entertainment. Among flying men the whole question of flying-boats is as much under discussion as their possible bases. One school of thought claims that the great aerial transports of the future should all be flying-boats. Another claims that you can always build an airfield anywhere the traffic demands, but that from New York to Hong Kong potential good flying-boat bases are few and far between. In a recent article Captain David Brice, A.R.Ae.S., declared : "No one can deny that flying-boats have done a useful job or that they are doing good work now, and will continue to do so. But anyone who seriously contends that boats will compete on equal terms with landplanes of the future has never sat at Poole because the sea was too rough ; or at Baltimore because of a sea fog ; or at Cairo waiting for the mist to lift ; or in some puddle in India because the monsoon closed in on Gwalior ; or has had to put up with any other of the innumerable snags which inconvenience flying-boats while the landplanes gaily circle the world with alternatives blind approach aids and smooth runways galore "

**PICTURESQUE SHOP-FRONTS IN THE HIGH STREET, HEMEL HEMPSTEAD : When this Hertfordshire town becomes a satellite of London, with a population of 60,000, these old properties will be incorporated in the general scheme and will remain untouched. Plans of a similar nature are being made to protect the antiquities of all the satellite towns**

## HEMEL HEMPSTEAD AS A SATELLITE TOWN

Hemel Hempstead, Herts, where a new town is to be built for 60,000 people under one of the satellite town plans, is exhibiting models, pictures and plans, to give the residents some idea of what their town may look like in the future. The plan has been produced by Mr. G. A. Jellicoe, the well-known architect, who has treated the landscape and the town as a single conception to produce a "city in a park." Varied housing, from single houses and terraces to lofty flats, are arranged in seven neighbourhoods, and advantage is taken of the changing level of the terrain on which Hemel Hempstead is situated. The present High Street, with its fine old sixteenth-century inns and Norman church, is to remain untouched—a fact that has given much satisfaction locally. Hemel Hempstead lies 24 miles to the North-West of London, and being situated on a main line, is admirably adapted for commercial expansion. As in all satellite towns, the industrial and residential areas will be kept well apart. At Stevenage the railway provides the dividing line between the two

SPANNING THE WYE AT FAWLEY NEAR ROSS-ON-WYE : A mobile crane at work putting into position cross-girders after the 90-ft. span had been placed between the main concrete piers. The Fawley Bridge was washed away by the floods earlier in the year and the new structure has involved one or two tricky engineering problems



THE UNDERGROUND GOES EAST—HASTENING FORWARD THE LATEST TUBE EXTENSION : Work in progress on the assembly of the new escalators at Wanstead Station on the seven-mile extension of the Central London line to Woodford and Newbury Park

THE FLY-OVER AT ILFORD : An innovation that is doing much to eliminate existing congestion at the distant approaches to Liverpool Street Station. A long-distance train is seen on the level track and a local is passing across the newly-completed fly-over

THE NEW BRIDGE AT FAWLEY TAKES SHAPE : Engineers discussing the progress of the work on this new G.W.R. bridge in Herefordshire after the 92-ft. main span had been eased into position on a series of rollers. To maintain the span's balance when crossing the gap, counterweights were employed. The new bridge is 35 ft. above the water, and before the main span could be put across, the central piers had to be rebuilt entirely. The picture above *on left* shows these piers in contrast to an older pier, which is still in use

## Developments and Replacements on BRITAIN'S RAILWAYS

NEW TRAVEL FACILITIES FOR THE PEOPLE ON LONDON'S NORTH-EASTERN FRINGE : Men engaged on constructional work on the Gants Hill Station, which lies on the Woodford and Newbury Park extension of the Central London Line. Last year, it may be remembered, the line was taken as far east as Stratford. Now the project, involving seven new stations, is being carried a stage farther. Eventually the line will travel right out to Hainault, and Epping Forest will be brought within easy reach of the heart of London. The extension has been badly needed for many years, and will do much to diminish overcrowding on the London North-Eastern Railway suburban services, which are heavily taxed. The L.N.E.R. is at the same time carrying out an elaborate electrification scheme

A LONG OVERDUE REFORM : Trains crossing on the Ilford fly-over of the London North-Eastern Railway. Among the many improvements on this line is a £7,500,000 scheme to electrify the Shenfield track, and this is likely to cause a big speed-up in local suburban traffic. The plans for the Shenfield electrification were well in hand at the start of the war, but they have had to be shelved until now

# HOME NEWS IN PICTURES

THE RE-RIGGING OF H.M.S. "VICTORY": Workmen busy round the bows of the celebrated veteran as they started on their task at the beginning of the month. The "Victory" has not been re-rigged since she was dry-docked in 1923

AT WORK ON THE BOWSPRIT AND JIB BOOM OF THE "VICTORY": Some of the twenty expert riggers who are engaged in re-rigging Nelson's flagship at Portsmouth. The work is being carried out by Commissioned Boatswain E. R. Bagnell, master-rigger of the dockyard, and he and his twenty men will probably be engaged on the task until next April. Much depends upon the weather, as it is not considered advisable to work in high winds. October 21 is Trafalgar Day, but re-rigging operations will not interfere with the hoisting of the famous signal

WROTHAM CHURCH IS AFFLICTED WITH THE DEATH-WATCH BEETLE: The church of St. George, one of the finest parish churches in Kent, will have to undergo extensive repairs as a result of this discovery. The beetle has attacked the rafters in the North Aisle and it will cost at least £2,000 to carry out the necessary restoration work. In the niche above the porch is a modern statuette of St. George, which was exhibited at the Royal Academy before being placed in its present position. The clock is also of interest, as it is one of the oldest church clocks in the country

The ancient church of St. George, Wrotham, dates back to the thirteenth century, being the second one to be built on this site. The previous church dates from 964 A.D. It is considered probable that it is one of the first churches to be dedicated to St. George, as it was not until many years later that St. George became patron saint of England and a national symbol. Though this church was in the line of hostile bombers and flying-bombs in their attacks on London, it was only slightly damaged by a nearby bomb. This smashed some windows and caused a fall of plaster in the North Aisle. When this damage was being repaired it was found that the rafters in the North Aisle were being attacked by the death-watch beetle. Now the whole of the plaster ceiling of the aisle is to be removed, and probably some of the beams will have to be replaced. The cost, amounting to £2,000, will be outside war damage claims, and will thus have to be borne by the parish of Wrotham. A restoration fund has been started by the parishioners

THE NAVE OF ST. GEORGE'S CHURCH, WROTHAM: A view looking towards the High Altar, showing the fourteenth-century chancel screen, which has the unusual feature of being surmounted by seven candlesticks. The plaster has been removed from the roof of the Nave, owing to the discovery of the ravages of the death-watch beetle about twenty years ago. Repairs made then to the ends of the tie beams can be clearly seen in the picture. The latest discovery of damage done by the death-watch beetle is in the North Aisle on the left of this picture. The damage is extensive

**A CELEBRATED SCOTTISH FIGHTING UNIT HONOURED : The Duchess of Atholl reading the roll of honour at the base of the memorial in Dunkeld Cathedral to the officers, N.C.O.s and men of the Scottish Horse who gave their lives in two great wars.** Lieut.-General Sir Brian Horrocks unveiled this memorial, while Lieut.-Colonel Bartram, M.C., former commander of the 79th Scottish Horse, unveiled a memorial to the late Duke of Atholl, who at the age of twenty-nine accepted from Lord Kitchener the task of organising the Scottish Horse

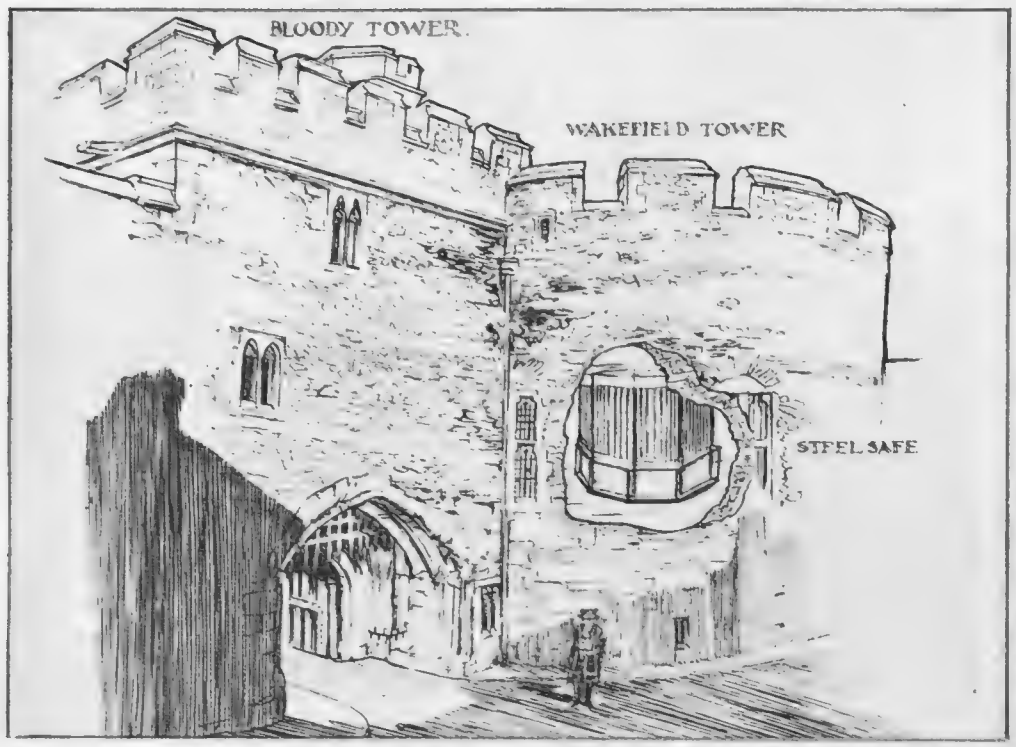
**THE PATH OF ADVENTURE : Mr. Norman Mighel, Deputy High Commissioner for Australia, showing the route to the Commonwealth to some of the forty boys and girls from Dr. Barnardo's Garden City at Woodford Bridge, Essex, who are going out to Australia in the liner "Ormonde."** The boys are to go to a farming school ; the girls to a domestic service training home near Sydney. Should any wish to work in other spheres, opportunity will be provided

**SHE CAME TO OFFER HER SERVICES : Mrs. G. C. Bennett rode in her wheel-chair from Burgess Hill to find out if she could assist the new plastics factory at Hurstpierpoint. Mr. Martin, one of the managers, is showing her a design for a plastic crucifix**

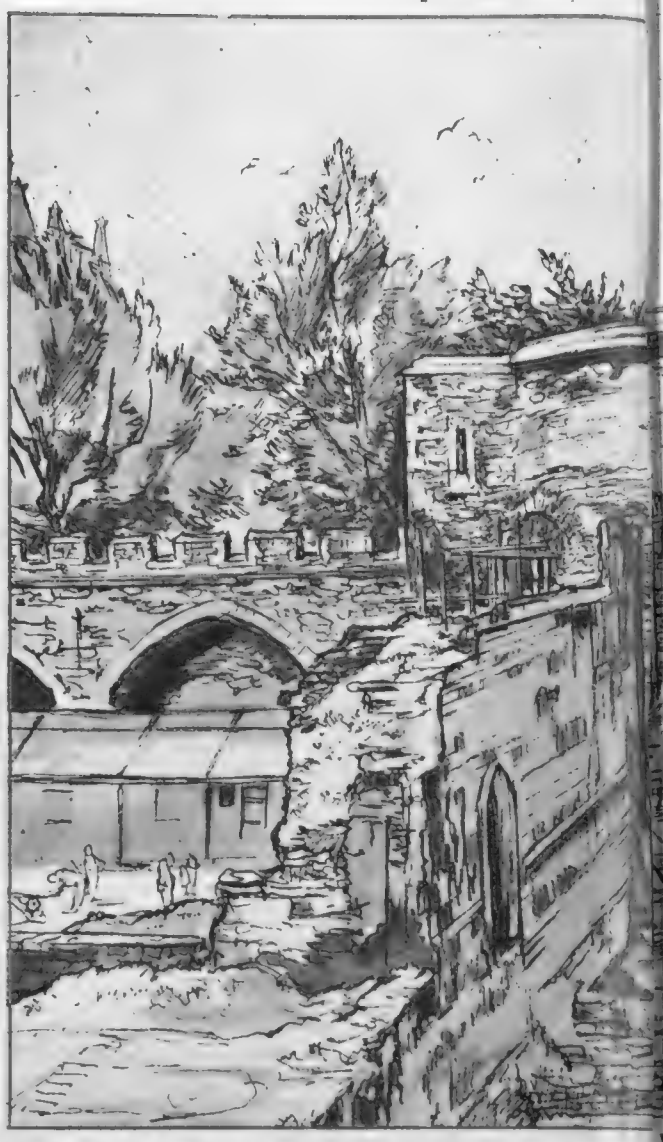
**PERTH HONOURS A MASTER OF THE GAELIC TONGUE : Mr. Donald MacLean being crowned as this year's Bard by Dr. John Cameron, president of An Comunn Gaidhealach, at the concluding concert of the Gaelic Mod at Perth.** The forty-fourth Mod brought singers and poets from many parts of Scotland, but the president had to report a declining interest in the use of the Gaelic language. "Sheer neglect on our part," he said, "is the main reason for the decline of Gaelic. If you desire to keep a language alive you must speak it, and we, as members of An Comunn Gaidhealach, are not blameless in this respect. You cannot keep Gaelic alive by talking about it in English. Among our hundreds of members there are fluent Gaelic speakers, but when they gather together, even at a Mod, they far too seldom speak it"

**A BIG UNDERTAKING IN DOVER HARBOUR : Petty Officer Gribben, G.M., holding the life-line of Diver Archibald Dickie as the latter prepared to make a descent. They form part of the force of naval divers who have cleared Europe's harbours of over 400 underwater explosive and who are now beginning on a new task, that of removing two block-ships sunk in 60 ft. of water in Dover Harbour. A nucleus of five frogmen under Lieutenant Gordon Gutteridge, R.N., are surveying the two wrecks at the western entrance to the harbour. These men work in self-contained diving-suits and can only stay under water for two hours**

**A NEW INDUSTRY COMES INTO BEING IN THE LITTLE SUSSEX TOWN OF HURSTPIERPOINT : This old stable building with a modest sign outside accommodates the plastics factory of Marberry Products Ltd., which makes a great range of plastic products for the export trade. The factory makes shaving-brush handles, knife handles, crucifixes, and a host of varied articles, and the orders come in much faster than they can be executed.** It all started when two ex-Servicemen, Lieut.-Colonel R. Davies-Berry, of the Indian Army, and Mr. W. Martin, of the Mercantile Marine, decided to export several secret processes they had worked out between them. After visiting nearly every house agent from Margate to Southampton, they discovered the small disused stable, once attached to the local hostelry in Hurstpierpoint. Starting from scratch, they made all the benches, shelves, windows and machines themselves. The export department of the Board of Trade were so impressed by the foreign orders given on the strength of the plastic prototypes they had turned out at home, that a telephone was installed in five days and a quota of raw chemicals allotted to the new firm. Twenty-six whole-time workers are now employed in the factory, a further fifty-four local housewives are employed in their own homes




THE CROWN JEWELS RETURN TO THEIR OLD HOME : An artist's impression of the Wakefield Tower, next to the Bloody Tower, in the Tower of London, where the Crown Jewels are to be put on view as from Monday next. During the war years the Regalia were taken to a secret hiding-place in the country, and they are now being displayed again for the first time for eight years



# The RETURN of the CROWN JEWELS

**On October 20 They Will Once Again Be on View at the Tower of London**

*Special "Sphere" Drawings by W. P. Robins*

The reopening of London's museums and great show-places proceeds steadily, being more or less regulated by the extent of war damage, but the return of the Crown Jewels to the Wakefield Tower has been long overdue. All is now prepared, however, and the Regalia will again be on view from Monday, October 20, at 10 a.m. The Wakefield Tower dates from the reigns of William Rufus, Stephen and Henry II. The apartment set aside for the Crown Jewels is said to be that in which Henry VI was murdered by the Duke of Gloucester in 1471. The Regalia include St. Edward's Crown, or the Crown of England, made for Charles II

THE RAVENS IN THE TOWER ARE ALWAYS OBJECTS OF MUCH INTEREST : The birds are cared for by a warder, and everything possible is done for their welfare, although they no longer receive the daily egg ration once provided by the Officer of the Guard. This drawing was made from the Tower Green, and shows in the centre the Lantern Tower, so named because a lamp in the turret was used to light the ships up the Thames. A corner of the White Tower is on the left of the drawing

A DISTANT PROSPECT OF THE TOWER—THE CELEBRATED FORTRESS VIEWED FROM THE POOL OF LONDON : A panoramic view of the left bank of the river, showing the familiar outlines of the White Tower in the far distance. The White Tower is the original tower from which the present collection of structures takes its name. In addition to its function of guarding important prisoners, it was the place where most of the torturing was carried out in medieval and Tudor days. The rack was located in the lower part of the White Tower, and at one time visitors were shown the holes in the floor where it stood. The White Tower owes its name to the fact that it was originally built of Caen stone. It was periodically whitewashed

*On right* — THE STARLINGS RALLY IN THEIR TENS OF THOUSANDS : In October migratory birds are on the move throughout North-Western Europe, and the starlings, who at this period perform local movements of some magnitude, never fail to make their annual invasion of London. Trafalgar Square, the subject of this drawing, and neighbouring Charing Cross are both favourite roosting-places for the birds, and with their keen eye for architectural detail, they gather among the monuments and among the niches of St. Martin-in-the-Fields, the stately tower of which is seen on the right of the drawing. In November starlings from other and colder countries come in even greater numbers to join their kith and kin in Britain, and the evolutions of the great flocks as night draws on are even more spectacular than they are in October

WHERE THE REGALIA WILL BE DISPLAYED FOR THE FIRST TIME FOR EIGHT YEARS—THE WAKEFIELD TOWER, WITH THE BLOODY TOWER BESIDE IT, AS SEEN FROM THE TERRACE NEAR THE WHITE TOWER OR KEEP: The entrance to the Wakefield Tower is through the lancet-shaped door just to the left of the sentry-box, and the newly-constructed exit, which will allow of an even flow of visitors, is the square door just behind the sentry-box. The Governor's house is on the right. Just to the left of the view is situated the guard-house, which was burnt out in an air raid in the early days of the Second World War

# THERE ARE FASHIONS IN FRAUD

## And Most Confidence Tricksters Use the Topical Touch to Encourage Their Victims

By CHARLES GRAVES

FORMED eighteen months ago to protect ex-Servicemen from being victimised in respect of their gratuities by petty crooks of the type which flourished just after World War I, the Metropolitan and City Police Company Fraud Department, which has its headquarters at New Scotland Yard, has had a great success both punitive and preventive. Chief of the Department is Superintendent Nat Thorp, who has risen from the rank of sergeant in the astonishingly short period of thirteen years. During that period he has been D.D.I. of the West End and Chief Inspector of what would be called the "Homicide Squad" by Americans. Under him are detectives of the Metropolitan and City of London Police.

In its campaign against fraudsmen this new department at Scotland Yard has received great help from the Board of Trade, Bankruptcy Courts and other Government bodies, and also of Chief Constables of Provincial Forces, to whom information gathered by the department which affects their Force is forwarded.

Most of the good old-fashioned frauds have died out. The Spanish Prisoner story, the Dropped Rosary, the Dropped Bunch of Keys, the Infallible Racing System, are out of fashion. The latest fashions in frauds are concerned with surplus Allied war stores; emigration to South Africa, as well as to South America; and alleged trading concessions acquired during his alleged war service by the crook. There are several other forms of fraud, such as concessions in gold-bearing territories on the Equator; pirates' treasure near Porto Rico; bogus film companies; bogus publishers; and bogus theatrical ventures. But the good fraudsman is always topical. He takes advantage of a current shortage or fashion and then goes to work on it. The present scarcity of whisky makes it simple for a crook to arm himself with a number of important-looking documents which suggest that he owns several hundred cases of Scotch lying in some bonded warehouse, and invite hotels and restaurants to acquire some of his stock. From each of them he takes a deposit and then disappears. When the managements involved finally trace him, he regretfully announces that there is some official hold-up which prevents immediate delivery of the whisky. In this way he strings his victims along for some months. When they have become hot under the collar once again, he says that he will try to lay his hands on some other whisky on which he has a lien. When his victims' patience is completely exhausted, he blandly offers to return some of their money to them on account. By this method he gets away with the bulk of the deposit money.

CAMPAIGNING AGAINST FRAUD: Superintendent Nat Thorp, the energetic head of the Metropolitan and City Police Company Fraud Department

Unfortunately, the law of the land does not permit victims of confidence tricks to have their names kept out of the newspapers. If there were a practice similar to the one permitting people who have been blackmailed to have their identities concealed in court, the fraudsmen would have a very thin time. Reticence on the part of the victims increases according to their importance, and time and again they fail to bring an action, although it would automatically be successful. Even if the victims show signs of prosecuting, the fraudsman informs them brightly that he has spent all the cash, and they will only be throwing good money after bad if they take him to court.

The frauds in connection with going to South Africa consist of advertisements asking for would-be emigrants to club together and acquire either a fleet of lorries to go overland to South Africa, or a ship in which to sail there. As often as not, the fraudulent advertiser claims that he has already bought the lorries, or the ship. In the case of the ship, either it is non-existent, or it is some terrible old tub to which the Board of Trade would never dream of giving a licence of seaworthiness. If the lorries actually exist, they have been bought cheap from some dump and are by no means roadworthy. The usual deposit demanded in this particular type of fraud is anything from £120 to £160 per person. As soon as enough deposits have been collected the crook disappears. The fact that nobody can get a passage to South Africa in a normal ship in less than eighteen months is responsible for the number of people who fall for this particular confidence trick. It is not suggested, of course, that all emigration parties are bogus. But many are.

The frauds in connection with surplus war stores take a long time to bring home to the original crook. A case in point is that of the man who told a dealer that he had bribed the correct American official to sell him three or four thousand motor-cycles at a dump near Paris. Producing sheafs of documents he asked for (a) £25 for his expenses to Paris to clinch the deal; and (b) for a deposit which would give him a modest profit of £1 per motor-cycle. The dealer, having handed over the £25 together with, let us say, £3,000 at the rate of £1 per motor-cycle, goes to another dealer and, quite genuinely, says that he has a call on the motor-cycles and that he, too, only wants £1, or perhaps a couple of pounds, profit per bike. The second dealer quite genuinely repeats the process until there may be as many as twenty different dealers all passing on the contract for an extra £1 per motor-cycle for themselves. When Superintendent Thorp appears on the scene, he and his men have to work their way back through perhaps two dozen dealers before they discover the identity of the original fraudsman.

One of the most genuine-looking documents I have seen for a long time was an exact replica of an Army form. Purporting to be from the department of the Officer Commanding, Main Supply Depot at a certain town in India and signed by somebody purporting to be a lieutenant and quartermaster in the Royal Indian Army Service Corps, it invites selected members of the public to take advantage of the imminent disposal of these surplus stores. Vegetable oils, sanitary napkins, the products of certain silk mills in Bombay are among the most reputable-sounding goods to be disposed of at vast profit to the intelligent and lucky members of the public who are being given this opportunity of getting in on the ground floor. The whole memo is headed, superbly enough: SUBJECT—Post-War Employment. . . .

India is a country particularly popular with fraudsmen who claim to be ex-Servicemen forming a series of companies to deal in commodities, the trading rights of which they have acquired while serving overseas. As soon, of course, as these fraudsmen start circularising people with an invitation to invest their money, they may be breaking the law and can be sentenced to as much as seven years under Section 12 of the Prevention of Fraud (Investments) Act (1939). They can be sentenced to two years merely for distributing circulars, even before they have managed to secure any victims.

One of the best-known fraudsmen, who deliberately committed suicide by slow strangulation in his cell not long ago, was Micky Corrigan. Micky's operations ranged from his alleged purchase of 145, Piccadilly—the former home of the present King and Queen—to gigantic balsa wood contracts. One of his peculiarities was that he always assessed the capital necessary for his undertakings at exactly £900,000. The smaller crooks, who formed private companies and invited ex-Servicemen to invest their gratuities in them, were very largely put out of business by that excellent B.B.C. feature, "It 's Your Money They 're After."

The shortage of books has also been utilised during the past eighteen months by fraudsmen, who say that they have an import licence for vast quantities of text-books from the United States. Another type of city fraud is that of falsifying the company's books for inviting victims to invest in the business. This could be anything from a furrier to a hotel. Indian firms are often victimised by Indians in London trading under Anglo-Saxon names who advertise large quantities of English bicycles for sale. These advertisements appear in the leading Indian newspapers. As usual, a deposit is demanded and paid, and the fraudsman duly disappears.

During the past six months, eight American share-pushers arrived in this country for the purpose of exploiting bogus patent rights, but were refused permission to land and were returned to store. The advance knowledge of their fraudulent intentions was provided in each case by Scotland Yard's own informants in the United States, and not by the American police authorities.

The shortage of houses has naturally resulted in a number of building frauds. The crooks announce that they are going to put up housing estates in various counties and secure deposits on them, although they know that they cannot get the permits. In these cases it is by no means easy to bring the crime home to the original perpetrators, because they employ a staff to cover them up; nobody ever sees the principal, and his signature is invariably indecipherable.

At the moment, Superintendent Thorp is wondering when he will get first wind of the next fraud which is certain to be tried. This will be attempts to secure money from the public for inventions which will enable motor-cars to run without petrol now that the basic ration has been withdrawn. You have been warned. . . .

THE TAXI IS TOWED AWAY TO THE POLICE STATION YARD AT NOTTING HILL: This was the cab in which John Thomas Desmond, of Slaidburn Street, Chelsea, was shot to death in Ladbroke Grove

THE SCENE OF THE LADBROKE GROVE TAXI CRIME: It was shortly after two o'clock in the morning that John Thomas Desmond, a Chelsea taxi-driver, was found with bullet wounds in his head and slumped over the wheel of his cab on the crest of this hill. The crime took place less than 500 yards from Notting Hill Police Station. The taxi is seen on the right of the picture and a policeman is in the foreground preventing traffic from entering the street, while the gutters and the nearby gardens are searched for the revolver used in the perpetration of the crime. It was thought at first that a patient from an asylum may have been involved. On October 10 it was reported that a man had been charged

THE COLDSTREAMS RELIEVE THE SCOTS GUARDS: During the changing of the King's Guard at St. James's Palace, colours were carried by 2nd Lieutenant Ogilvy, the Scots Guards, and by 2nd Lieutenant House, the Coldstream Guards

THE OLD AND NEW GUARDS PRESENT ARMS: This was the impressive scene in Friary Court, St. James's Palace, as, for the first time since before the war, the changing of the King's Guard with music took place at St. James's Palace, men of the 2nd Battalion of the Coldstream Guards relieving men of the 2nd Battalion of the Scots Guards on duty

# THREE MILITARY OCCASIONS

## At St. James's Palace, Balmoral and Warrington

During the war years the guard-changing ceremony took place at Buckingham Palace. Now, under a new ruling, the guard reverts to peacetime routine, and it will be changed at St. James's Palace whenever the King is not in residence at Buckingham Palace. Quite a large crowd thronged the Friary Court, St. James's, for the ceremony. Friary Court, which is open to the public, is the headquarters of His Majesty's Bodyguard of Yeomen of the Guard. In neighbouring Stable Yard is the Lord Chamberlain's office

THE KING'S PIPERS ON PARADE: The pipe band of the King's Guard practising in the grounds of Abergeldie Castle. The band is quartered at Abergeldie, a few miles from Balmoral, and goes over to Balmoral whenever its presence is required. The band is chosen from the most skilled musicians among the leading Highland regiments, and the personnel is changed each time the King is in Scotland

THE PIPERS SHOW THEIR PACES: The pipe band of the King's Guard rehearsing in the grounds of Abergeldie Castle. They invariably play a prominent part during the period of the Highland Games and other early-autumn events on Deeside

THE PRIME MINISTER PAYS A VISIT TO WARRINGTON: Mr. Attlee arriving at the parish church for the Regimental Sunday of his old regiment, the South Lancs. With him is General Sir H. B. Douglas Baird, Colonel of the South Lancashire Regiment and a former G.O.C. Eastern Command, India. After the ceremony the Premier unveiled a plinth to the Regiment's dead. When Mr. Attlee retired as a major in 1919 he had seen service in Gallipoli, Mesopotamia and France. The latter part of this service was in the Tank Corps

THE MARCH-PAST OF THE SOUTH LANCASHIRE REGIMENT: General Sir Douglas Baird taking the salute following the Regimental Sunday Service at Warrington Parish Church

*New Lamps and Old*

# THE REIGN OF KING GEORGE V

## The Contribution of a Great English Monarch and His Consort

By JOHN GORE

**IN THE FIRST YEARS OF A MOMENTOUS REIGN: The late King George V, whose sterling qualities are brought vividly to mind by the unveiling of his memorial, and his consort, Queen Mary, now in her eighty-first year, on the deck of H.M.S. "Medina" during the Durbar visit to India in 1912. On October 22 the memorial to King George V is to be unveiled at Westminster**

**KING GEORGE V.**—The month of October 1947 is marked by a ceremony designed to honour and perpetuate the memory of a great English King, George V. Human memory being what it is, the custom of raising memorials in stone and metal to notable national characters has been in use since the dawn of history, and beyond. It so happens that the reign of King George V, owing to a variety of causes, passed out of mind and interest more swiftly and completely than did any reign of comparable importance in our history. Yet that reign in its dangers and anxieties, its political and industrial strife, its World War and post-war problems, was a pattern, a peer and an exemplar of the present reign. One reason for the swift eclipse is very clear. The menace of Hitlerism soon enough after the death of King George V became so acute that the peoples of the Western World had eyes and ears open only for the events and personalities which formed part of their ever-present melodrama, and, much as the recent past had to offer of warnings and precaution, the scene that was playing, overcrowded and highly dramatic, held the world audience to the exclusion of past and future. Nowhere more so than in America, from which country British readers are all too prone to take their cues on questions of literary and historic importance. What was going on inside Europe, America and the East afforded to Americans, and soon enough to Englishmen, all the interest they could spare from their own immediate individual problems. The reign was forgotten, and with the reign the King who gave it its designation.

Englishmen have no good record in recent times in their method of encouraging a new Sovereign. King George V ascended the Throne at a time of fierce internal strife and external dangers, succeeding a dazzling father whose epitaph had been exuberantly worded by politicians of all parties. He was still little known to public men, and many of them openly expressed their doubts of his ability to fill the role.

The troubles grew and massed upon him, but soon enough he and Queen Mary, in a great and noble partnership which lasted through the reign, revealed their worth and showed what could be achieved by great qualities unsparingly employed in the service of the nation; true sympathy, devotion to duty, unswerving loyalty and impartiality, kindliness, grace, dignity. By the end of World War I King George, by his example of wisdom, faith, courage and self-sacrifice, had earned the name of "father of his peoples," and his value in the public mind as leader and wise counsellor, exemplar and conciliator, never ceased to grow until his death. The tributes paid to him and to Queen Mary at his Jubilee were proof positive that public men of all parties and the nation at large were in no doubt that the British Monarchy had been the first institution to adapt itself to a new conception of democracy and, in a period of hitherto unparalleled danger and anxiety, had firmly established itself as the lynch-pin, the stabilising and unifying influence in a nation and Empire torn with increasingly conflicting political opinions and economic differences.

**The Importance of His Reign.**—In considering the importance of King George V's reign, certain features of it should instantly leap to the eye of any student of history to-day. It was in his reign that the first Labour Governments took office. He was the first English King called on to meet and, if he could, to dispel the suspicions of a new, powerful, clamant and watchful political party, many of whose leaders had grave doubts concerning the political impartiality of the Monarchy. Those doubts, by his personal qualities of straightness, kindliness and sympathy, King George V instantly dispelled. His relations with his Labour Ministers were invariably easy, friendly and happy. He knew when to encourage and how to encourage. He talked to his Ministers in his frank way as man to man, proved the shrewdest judge of character, the wisest of counsellors, the prototype of an entirely new conception of a constitutional Monarch in a modern democracy. But more than this, his reign is of first importance to-day because it was the cradle of many of those tendencies and problems which have now attained full maturity.

His and the present reign have many features curiously, exactly, in common. In each case an unknown and untried man was called to the Throne in a time of unexampled difficulty; in each case the new King was called to lead the nation in a World War of fearful national danger; in each case the aftermath of social, economic and political revolution called forth all the qualities of leadership which it is in the power of a constitutional King to supply.

In a word, the two reigns are one chapter, not two, in our history book, and it is the more remarkable and, as I think, regrettable that the first half of the chapter has been so easily forgotten.

**A Noble Character.**—It was my privilege to be chosen to write the official personal memoir of this great King, and as I spelt through his private diaries, kept since his infancy punctually day by day throughout his life, read his private correspondence over sixty years, listened to the testimony and memories of his Ministers, great officers of State, of his personal staff, high and humble, and of his closest friends, I came to a clear picture of the man who wore this heavy crown, and an abounding admiration for his character remains with me.

His very faults and failings (and he did not lack them) underlined his nobility and endeared him to me, as they did to his staff and Ministers. He was not well educated; he was explosive; he talked perhaps too freely on too wide a range of subjects, was sometimes too reckless of his audience. These faults might have been dangerous in a man whose quality and character were less outstanding. But this man, this King, possessed golden common sense, a godsent intuition, a straightness and loyalty unusual in mankind, a kindliness and sympathy that are rare, a sense of duty and service.

Because he was good all through, because evil and meanness could not live in his presence, his faults and failings enhanced his virtues and endeared him to his intimates and to his peoples all over the world. As master and as friend, as King and leader, in him was no variableness.

And so it is that I, who was privileged in book form to build so (to me) attractive a picture of a man and King from his most private thoughts and writings and from the testimony of those who knew him best, shall value an opportunity to be present at the ceremony of the unveiling of his memorial in stone and metal. It occurs to me to-day that there is one more signal tribute to his character and reign which historians will one day perhaps record: despite all the upheavals, the strife, the miseries and the drabness which followed, and inevitably follow, world wars, some of the graciousness and the dignity which adorned and sweetened public life in easier, more spacious and more peaceful days somehow survived the maelstrom of his reign.

## ROYAL WEDDING PREPARATIONS

**PREPARING PRINCESS ELIZABETH'S WEDDING-CAKE: Jack Bryant, wedding-cake architect of Huntley and Palmer's, at work on the design for the base of the four-tier cake.** Mr. Bryant's father made the wedding-cake for King George VI and Queen Elizabeth. All the ingredients for the cake have been provided by the Dominions, Colonies and Dependencies, and the fourth tier will contain badges of Empire. The second tier will depict the battle of Matapan, in which Lieutenant Mountbatten took part, and the granting to Princess Elizabeth of the Freedom of Windsor

**THE ROYAL WEDDING GIFT OF THE PEOPLE OF CORNWALL: Mr. Lamorna Birch with his two paintings, the "Respryn Bridge" and the "Horse Bridge," which are being presented to Princess Elizabeth and Lieutenant Mountbatten by the people of the Duchy.** The two companion pictures both show celebrated Cornish beauty-spots. Mr. Lamorna Birch, who has been a Royal Academician since 1934 and became an Associate of the Royal Academy twenty-one years ago, lives at Lamorna, near Penzance, and has for long specialised in the beauties of the Cornish scene

**LIEUTENANT MOUNTBATTEN AND HIS THREE SISTERS: One of the few pictures of the Royal bridegroom taken in company with Princess Marguerite of Hohenlohe-Langenberg, Princess Sophie of Brunswick, and Princess Theodora of Baden.** All three Princesses were born Princesses of Greece and married into German houses. Lieutenant Mountbatten, now in his twenty-seventh year, is the youngest of the four children of Prince and Princess Andrew of Greece. Through their mother they are descended from Queen Victoria, and through their father they come from the same stock as Queen Alexandra, consort of King Edward VII

*News of Stage and Screen*

# A BENJAMIN BRITTEN SEASON AT COVENT GARDEN—A FILM HAMLET AND A NEW JULIET

**THE ENGLISH OPERA GROUP PRESENT BENJAMIN BRITTEN'S "ALBERT HERRING": Peter Pears as Albert Herring in last week's production at the Royal Opera House, Covent Garden. "Albert Herring" has been presented for a brief season with "The Rape of Lucretia," another successful work by Britten**

**DE MAUPASSANT PROVIDES AN OPERATIC STORY: William Parsons as Mr. Gedge and Joan Cross as Lady Billows (second from left) in a scene from Britten's "Albert Herring" at the Royal Opera House.** *Albert Herring* is a comic opera, with libretto by Eric Crozier, based on a short story by Guy de Maupassant. It was performed at Glyndebourne during the past summer. Since then, the English Opera Group has presented it, in company with *The Rape of Lucretia*, at the Scheveningen Music Festival, Amsterdam, and at the Lucerne International Festival of Music. On each occasion the opera has achieved a spontaneous success

**UNPLEASANTNESS BETWEEN LAERTES AND HAMLET: Terence Morgan and Sir Laurence Olivier taking part in the duel scene in the Two Cities film version of "Hamlet." This duel scene, which took seven days to film and will occupy seven minutes screening time, is typical of the thoroughness with which Sir Laurence is tackling this latest Shakespearean screen production and successor to the brilliant Henry V. So realistic is the sword play that on occasions both actors have suffered slight injuries. For the purposes of the film Sir Laurence has dyed his hair blond**

**HE GETS THE SACK FOR WATERING HIS MASTER'S WHISKY: Tom Warden, the Dublin character comedian, as he appears in the part of an old Irish retainer in "The Crime of Margaret Foley." Warden, who has been on the stage for half a century, has scored a great personal success in this production at London's Comedy Theatre. He took over the part from his friend Arthur Sinclair. The play was well received when first presented at the Q Theatre in 1944**

**JULIET, "IN HER HOURS OF EASE": Daphne Slater arriving at His Majesty's Theatre for the opening of the Shakespeare season.** On Monday of last week Londoners saw her rendering of Juliet, which had brought her both praise and criticism at the Stratford-on-Avon Festival earlier in the year

**ANNIE LOOKS AHEAD: Dolores Gray, singing star of the American musical "Annie Get Your Gun," now running at the Coliseum, wants to appear in straight plays.** For this reason she has enrolled as a student at the Royal Academy of Dramatic Art, London, and here she is arriving to take her first dramatic lesson. Meanwhile, Miss Gray entertains nightly vast London audiences

*The World of Books*—By VERNON FANE

# THE MIND OF ALBERT SCHWEITZER

*A Many-Sided Genius and a Gifted Thinker Provides the Subject for a Notable Biography*

MR. GEORGE SEAVER describes the subject of his biography, ALBERT SCHWEITZER (A. and C. Black. 18s.), as "probably the most gifted genius of our age as well as its most prophetic thinker." This book is something more than a careful and well-documented life, for the biographer extends his work to a study of the whole range of his subject's intellectual as well as material activities. Mr. Seaver makes no small claim when he sub-titles his biography of Dr. Schweitzer "The Man and his Mind," for here he is setting out to interpret one of the greatest philosophers and theologians of modern times. Let me say at once that he is eminently successful. I first heard of Dr. Schweitzer when, as an undergraduate, I heard him give a Bach recital in Trinity College Chapel. My musical friends then told me that not only was he the greatest living exponent of Bach, but that he had made a definitive study of the music and æsthetics of that great composer. Astonishing enough, Dr. Schweitzer was also one of the greatest living authorities on church organs.

More astonishing still, he was also a great doctor of medicine, a surgeon, and a missionary, who was spending most of his life in a remote jungle in Equatorial Africa battling with ignorance and disease among the natives. During the first German war, insane regulations found him immured in an internment camp, where he kept up his organ practice by making a dummy keyboard and pedals out of packing-cases.

Here is Mr. Seaver's comment on Dr. Schweitzer's first early struggles to set up his hospital in Lambaréné. "The brain of the man who a few years earlier had astonished philosophers with his insight into the mind of Kant, and the world of music by his brilliant interpretation of the soul of Bach, and had startled the world of biblical scholarship by the radical result of his quest for the historical Jesus—behold him now, in a shed by a riverside in Equatorial Africa, holding, with a comrade's grip, the hand of a primitive negro whom his surgical skill has just rescued from an agonising death."

To a layman this book is as fascinating and as absorbing as its subject, and I can find no higher tribute to Dr. Schweitzer's biographer.

Admiral of the Fleet Lord Chatfield publishes the second volume of his autobiography under the title IT MIGHT HAPPEN AGAIN (Heinemann. 18s.). He points out that most of this volume was written in 1940, but that circumstances prevented its publication concurrently with Volume I. At the time of writing France had not fallen, nor had it been invaded, and the vast increases of air forces, the development of submarine warfare and the influence on weapons could not then be foreseen as we see them to-day.

However, Lord Chatfield adds some chapters which quite obviously were written recently. He makes no comment on the conduct of the war at sea, either strategically or tactically. His style is lucid, quiet and convincing, wonderfully free of technicalities or detailed figures. He is always easy to read, is never omniscient, and he does not deal in personalities. In fact, he writes in character: that of a fair-minded, sound, senior naval officer.

During the time he held high office in the Royal Navy and in the Cabinet, his own story throws some highlights on national policy. We are taken behind the scenes in the Admiralty's losing fight against the politicians and the Treasury, and we must assess the results of the catastrophic agreement with the U.S.A. to cut our armaments. This was followed by the cutting-down of personnel until the Royal Navy was scarcely a fighting force, with the concurrent putting out of business of the great shipbuilding and armament firms which build our ships. Then it was nearly too late to begin the scramble to build up the Navy again.

The chapters pointing out the lessons to be learned from the above are of the first importance. No less so are his points on the dangers of democratic Governments having sway over the financial votes to the Services. He presses for a combined plan whereby there are not three separate yearly votes, but one vote to provide for all three Services.

It might be expected that the autobiography of that great conductor Bruno Walter, THEME AND VARIATIONS (Hamish Hamilton. 16s.), would be a rich field for any music-lover to browse upon. In his Preface Dr. Walter explains that he took a year off to write this book, but that he did it "under somewhat unfavourable circumstances: no notes were at my disposal." But he goes on to draw upon "a life filled to the brim with music. Had it been my music, music created by me, I should probably never have written this book: an autobiography of sound would have satisfied my urge to express myself. However, I have made only the music of others sound forth; I have been but a re-creator."

Yet in re-creating his own life from the wells of memory, Dr. Walter has set down some imperishable things. Beginning his career as a conductor at the Cologne Opera House when he was only seventeen, he was soon to come into contact with Mahler, and there began the great collaboration of artist and, as he calls it, re-creator.

Like so many great musicians of his race, Bruno Walter endured much personal suffering from two great world conflicts. English readers will be particularly interested in his comments on "a politically important artistic event which occurred in the spring of 1924. London had decided to restore the German season which had been a yearly Covent Garden fixture before the war," and he was invited to take charge. "On the very first evening was sealed the new pact of friendship into which the London public had entered with us." Equally interesting is his declaration that "I consider a similar conciliatory attitude after the recent war both improbable and undesirable for a considerable time to come. The Nazi poison may long continue to be effective."

**GERMAN WRITERS HOLD THEIR FIRST POST-WAR CONGRESS IN BERLIN: Ricarda Hugh, a distinguished German author, addressing the Congress at the Hebbel Theatre. Behind the speaker is a plaque commemorating German authors who have died in the past thirteen years. The names of Stefan Zweig, Karl Ossietsky and Gerhart Hauptmann are included in the list intended to reflect the German liberal spirit**

I DO WHAT I LIKE (Macdonald. 15s. net) declares Mr. W. A. Darlington, titling his autobiography. The dramatic critic of the *Daily Telegraph* certainly does. Loving the theatre so well, he could scarcely enjoy a more congenial occupation. The son of a father of considerable literary attainments, Mr. Darlington distinguished himself at Shrewsbury and afterwards at Cambridge, where he became one of that eminent band associated with *The Granta*.

While on vacation, and having seen Granville Barker's production of *The Winter's Tale* and *Twelfth Night*, he made "the all-important discovery that Shakespeare was primarily a playwright and only, incidentally, a literary man." From then on his enthusiasm, and subsequently his career, was set firmly in the ways of the theatre. He became the author of one of the most successful comedies of all time, *Alf's Button*, which, at one time, looked like rivalling *Charley's Aunt* and *The Private Secretary* in its perennial popularity. Here is an autobiography which radiates charm, humour and wisdom.

Earlier in this page I gave a note of warning from a great sailor, and it is a comment on the times that I should have to end it with another warning by a great thinker: IIN THE STEEP PLACES, by Norman Angell (Hamish Hamilton. 8s. 6d.). Sir Norman sets out to expose the illusions, fallacies, irrationalisms and the ideological mesmerisms which are the world's diseases to-day, and he points to the inevitable consequences if, in an atomic age, the ravages of these diseases are not halted.

"If comes to this," he says, "if the same passions which have usually in the past marked the clash of rival ideologies—political, economic, social, religious, nationalist—are equally to mark those of the future, we shall destroy ourselves, or accept totalitarian dictatorship as the alternative. The world could afford those zealotries, bigotries, fanaticisms in the pre-atomic age. It cannot do so in ours."

## JEWRY'S ACHIEVEMENTS IN THE PROMISED LAND

### Community Life in the Great Settlements

The superficial and intensely dramatic facts of the Jewish exodus from Western Europe to Palestine, in which a whole people has sought, and is seeking, to leave the scene of its dire tragedy, is daily news for the entire world. The interception of the illegal immigrant ships off the Palestine coast, the clashes with the boarding-parties, the outrages perpetrated by Irgun upon the British forces endeavouring to maintain the balance between Jew and Arab, and the periodic clarion calls from armchair Zionists on the other side of the Atlantic, all combine to weave a tragically familiar pattern. But what of the Jews who have already settled in Palestine and are creating the vast new settlements which are transforming the face of the countryside? Their achievements have been vast, both agriculturally and socially. They have made the barren, sandy wastes fertile; but, more than that, they have learnt to live as a community and, in many cases, to foster the goodwill of the Arabs around them. Maurice Pearlman, who has lived and worked in these settlements, describes their achievements in ADVENTURE IN THE SUN (Gollancz. 7s. 6d.). It is a book that should be widely read if the full intensity of the Jewish viewpoint is to be understood. These Palestine settlements are one of the most significant trends of the present day. They are the Lanark experiment of the twentieth century, in the direct tradition of Robert Owen, but this time philanthropy is not the dominating factor. The settlements are going business concerns, and it is little wonder that Jewish youth in every corner of war-torn Europe sees in them a last, bright hope for the future.

Nearly every great author has his off moments. Joseph Sheridan le Fanu was undoubtedly a great writer, and indeed a master of the macabre, but not everything that he wrote was of enduring interest. Now it has been seen fit to republish A STRANGE ADVENTURE IN THE LIFE OF MISS LAURA MILDMAY (Home and Van Thal. 8s. 6d.) from his "Chronicles of Golden Friars," and some may feel that the effort is misplaced. These characters are sketchy and inadequate. Miss Laura Mildmay, the supposed heroine, is a hopelessly shadowy figure, and the whole book is so patchy that it might be the work of three, four, or five people. "Madam Crowl's Ghost" makes a thrilling enough tale, even though the idea is now hackneyed, and Captain Torquil is the nearest thing to being the personification of the sinister, but for the rest this sombre narrative is of little merit. Although the book belongs to le Fanu's most productive period, it neither reveals the full power of his Irish imagination nor his unexcelled flair for the uncanny.

The building of the Alaskan Highway, that mighty lifeline which cuts through the Canadian northland to link Edmonton, Alberta, with Fairbanks in the United States territory of Alaska, has already inspired more than one novelist. If Japan had invaded the North American Continent the highway might, indeed, have been the vital factor in eventual victory. Allen Roy Evans, in NORTHWARD HO! (Home and Van Thal. 9s. 6d.), ably conveys the drama of the construction of this great war road. Mr. Evans takes as his chief characters the men who toiled on the road rather than "the boon-doggling officials in high places," and he keeps his story moving forward at a fine pace.

Here are two new historical novels of special merit. The first is IN THE HANDS OF THE SENECAS (Collins. 7s. 6d.), a tale in the Fennimore Cooper manner by Walter D. Edmonds, author of *Chad Hanna*, *Young Ames* and *Drums Along the Mohawk*. Mr. Edmonds probably knows more about Red Indians than any other living American novelist, and the result is a fascinating study of Red Indian life and character. The second historical novel is THE DEVIL HAS THE BEST TUNES (Macdonald. 8s. 6d.), by H. L. V. Fletcher. The setting is the Welsh Marches in the second quarter of the last century at the time of the Rebecca Riots, directed against the hated toll-gate system, which barred the poorer farmer's route to market. In *The Devil Has the Best Tunes* we follow the fortunes of young David Morgan, an ardent Rebecca-ite. The romantic element is well to the fore, and the Welsh background is drawn in with an unerring pen.

Here are two books for students of the kindred arts of music and the dance. Both are guides to appreciation, written clearly, agreeably and without condescension. MUSIC FOR THE MULTITUDE (Michael Joseph. 10s. 6d.) is by Sidney Harrison, a piano professor at the Guildhall School of Music and a noted lecturer. A PAGEANT OF THE DANCE AND BALLET (Jarrolds. 7s. 6d.) is by Mark Edward Perugini, who traces the development of dancing through the centuries. His notes on celebrated dancers and ballets are most instructive.

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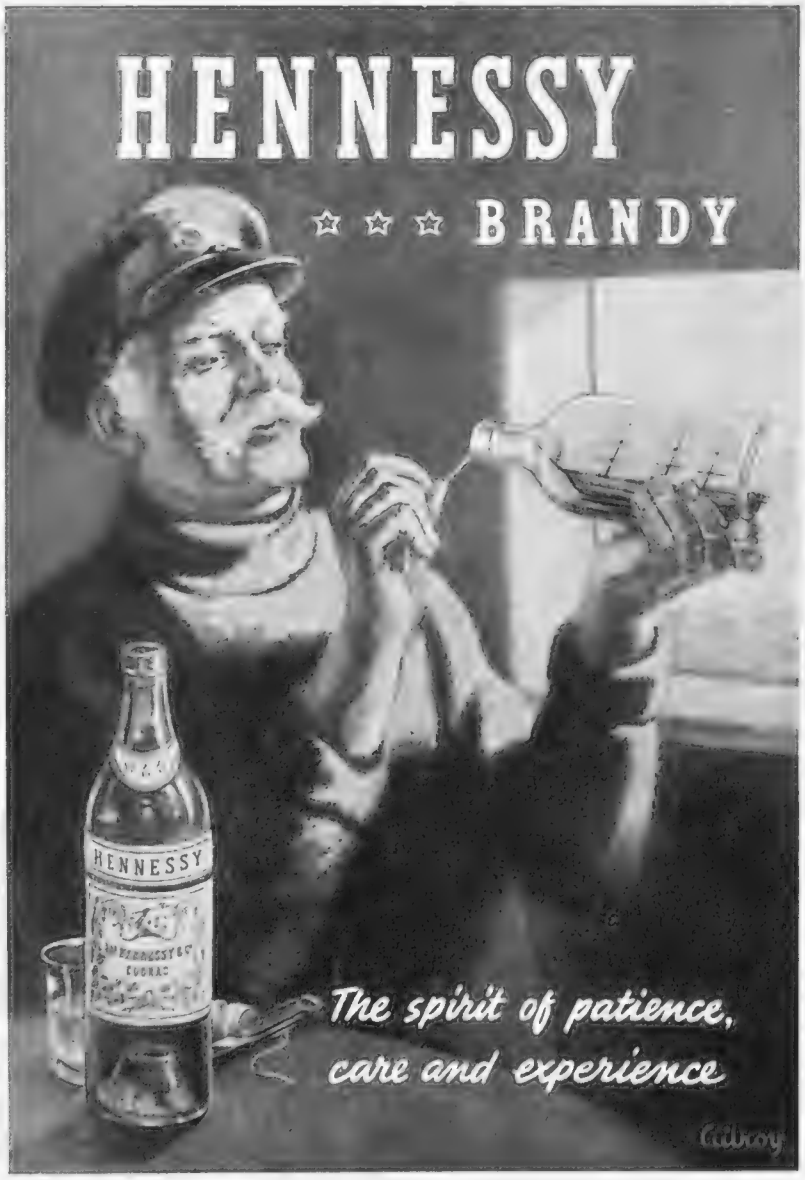


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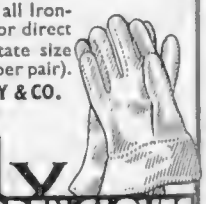

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